

HOTELS.

HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL:
GRAND HOTEL: KALEE MAJESTIC HOTEL:
Telegraphic Address: "CENTRAL SHANGHAI."
HOTELS,
LIMITED
In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each floor.
Tel. K.608 and K.609. Cable address: KOWLOON, Hongkong.
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Central 373. Telegraphic Address: "VICTORIA"
J. WITCHELL,
Manager.

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT—FOOD—MUSIC—DANCING
Terms: A la carte or inclusive.

The after-dinner dances are held every Tuesday,
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tillin on Saturdays.

GRILL ROOM

Telegrams "Europe, Singapore".
Telephone 2740.
ARTHUR E. ODELL,
Managing Director.

5.15 and 9.15 only

Judgment of the Storm

Nature laid bare triumphs over human emotions.
A picture full of heart interest to satisfy the
most exacting screen critic

Queen's Theatre

Pleasure House de-luxe

2.30 and 7.15 only

HER SACRIFICE

An entirely Chinese production of modern Chinese
life in Shanghai

An opportunity for all to see the first big Chinese
film and to see genuine Chinese
customs and mannerisms.

BOTH ATTRACTIONS WILL BE PUT ON FOR A WEEK
BEGINNING, TODAY, AUGUST 29TH.

NOTICE TO MARINERS.

WIRELESS WARNING.

The following notice to mariners
has been issued by the local Har-
bour Office under date 29th August:

The following has been received
from Cape d'Agulhas: "Following
steamer from the S. S. Karachi
Mara addressed to all ships at 10.40
a.m. Danger to navigation, a log
about 30 feet in length with a
diameter of six feet. Position,
Latitude 22° 40' North; Longitude
187° 45' East."

CHURCH NOTICES.

A Charge of One Dollar is made
for Notices under this heading.

St. John's Cathedral, Hongkong,
August 31st, 1924, 11th Sunday
after Trinity, Holy Communion
(8 a.m.), Matins (11 a.m.).
Preacher Rev. G. R. Lindsay,
Evening (6 p.m.) Peak Church
8.15 a.m. Holy Communion 6.30
p.m. Evening, Preacher Rev. H.
Copley Moyle.
First Church of Christ, Scientist,
Maddonnell Road, below Bowen
Road, Tram Station. Sunday,
11.15 a.m. Wednesday, 5.30 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.

HONGKONG IMPORTS.

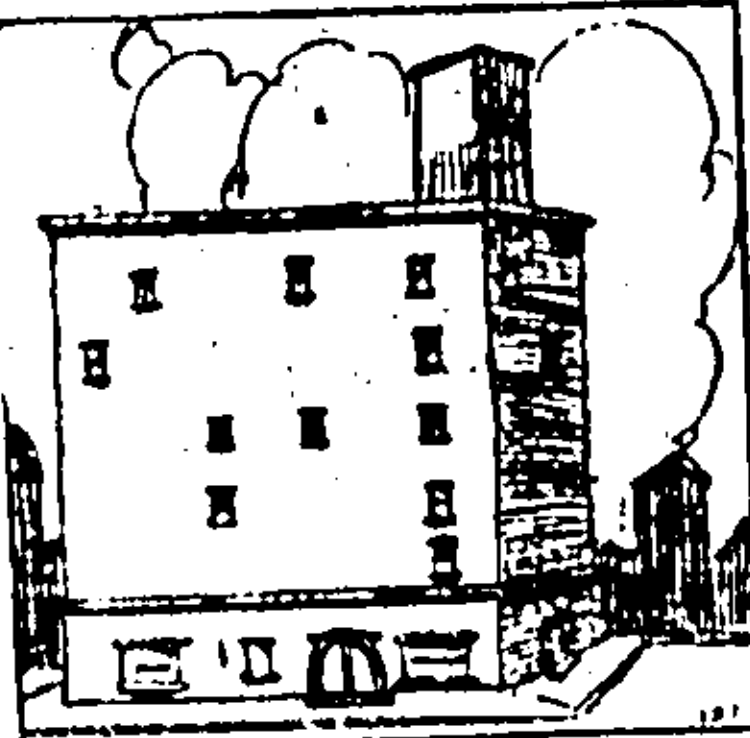
EFFECT OF CANTON UNREST.

The fortnightly Price Current
and Market Report, published by
the Hongkong General Chamber
of Commerce states:—
Cotton piece goods and fancy
cotton goods.—Market is stagnant
in respect of new business.
Clearances still continue poor as
a result of political disturbances
in Canton and elsewhere.
Cotton Yarn.—Owing to the
heavy decline in the price of the
raw material only a limited
business has been put through at
a decline of \$2 per bale. Quota-
tions are:—No. 10s \$225/240. No.
12s \$230/240. No. 16s \$250/260.
No. 20s \$245/255. Arrivals nil.
Shipments nil. Sales 700 bales.
Unsold stock 7,075 bales. Bar-
gains 1,500 bales.
Woolens.—The market re-
mains unchanged since last
report.
Raw Cotton.—There is no
change to report.
Metals.—Tin-plates have ad-
vanced owing to short stocks, but
otherwise market stagnant.
Flour Market Report.—Stock:
about 1,400,000. Market: dull.
Quotations:—American Patent,
\$3.85 per sack; American Straight,
\$3.15 per sack; American Cut-off,
\$3.20 per sack; Shanghai Flour,
\$3.00 per sack; Australian No. 1,
\$3.20 per sack; Canadian Cut-off,
\$2.95.
Sugar.—Market steady.
Salt-petre.—Business entirely
paralysed owing to the recent
troubles in Canton.

ARTIFICIAL SILK.

In a leading editorial the Lon-
don Financial News sets forth the
prominent position of artificial
silk and draws a picture of the
future with this modern labora-
tory product, classed in impor-
tance with cotton and wool.

TEASERS



The Warehouse
Today's "teaser" will prove a good
opportunity of exercising your ability
to estimate heights. The drawing repre-
sents a warehouse, which you are view-
ing from some distance down the street.
The door shown on the first floor is
exactly eight feet high. Knowing this,
your problem is to estimate the height
of the building, to the top of the tower.
It is a certain number of feet in height.
Take about a minute to make your
estimate; but do not measure; gauge it
with your eye. If you were looking at
a real building, you would have to esti-
mate; or do likewise with the drawing.
This "teaser" will be "checked" to-
morrow. Remember your estimate and
look for your "teaser".

Yesterday's Teaser.

The can contained 40 teasers.
Solutions of 40 teasers: 0 or 1
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or 1626 or 1627 or 1628 or 1629 or

Shipping Europe, Australia, and other Ports.

P. & O. BRITISH INDIA-APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND) TO
Suez, Java and Borneo, Ceylon, India, Persia, Gulf, West India,
Mauritius, East & South Africa, Australasia, including New
Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SARDINIA	6,684	5 Sept. noon	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	6 Sept. noon	M'les, London & Antwerp
NAGAYA	6,854	11th Sept.	M'les, London & Antwerp
KASHAN-I-BIND	11,430	20th Sept.	M'les, London & Antwerp
SOUHAN	6,696	30th Sept.	S'pore, Pang, C'bo & B'bay
KASHMIR	8,963	4th Oct.	M'les, London & Antwerp
PRINCEWILL	7,943	11th Oct.	M'les, London & Antwerp
WARRA	10,911	18th Oct.	M'les, London & Antwerp
SICILIA	8,813	27th Oct.	S'pore, Pang, C'bo & B'bay
KASHGAR	8,840	1st Nov.	M'les, London & Antwerp
KALWA	10,041	15th Nov.	M'les, London & Antwerp
SARDINIA	6,684	25th Nov.	S'pore, Pang, C'bo & B'bay
KARALA	9,098	29th Nov.	M'les, London & Antwerp
MANUVA	10,922	13th Dec.	M'les, London & Antwerp
SOUHAN	6,696	23rd Dec.	S'pore, Pang, C'bo & B'bay
KIWA	9,135	27th Dec.	M'les, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	M'les, London & Antwerp
SICILIA	8,813	20th Jan.	S'pore, Pang, C'bo & B'bay

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
YALWA	10,000	3rd Sept.	S'pore, Penang & Calcutta
YALWA	10,000	16th Sept.	S'pore, Penang & Calcutta
YALWA	8,500	1st Oct.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
ARAFURA	6,000	1st Oct.	(Manila, S'kan, Thursday Is., Townsville, B'bane, Sydney and Melbourne.)
ST. ALBANS	4,500	28th Oct.	
EASTERN	4,000	26th Nov.	

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.
NIPPON YUSEN KAISHA.
Y. YAMAMOTO, Manager.

SAILINGS TO SHANGHAI & JAPAN.

S.S.	Tons	From Hong-kong (about)	Destination
PRINCEWILL	7,943	1 Sept. noon	Shanghai & Yokohama
KASHMIR	8,963	5th Sept.	Shanghai, Moji & Kobe
SOUHAN	6,696	5th Sept.	Shanghai & Kobe
ARAFURA	6,000	6th Sept.	Moji & Kobe
YALWA	8,500	10th Sept.	Moji & Kobe
WARRA	10,911	19th Sept.	Shanghai, Moji & Kobe
KASHGAR	8,840	3rd Oct.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.
Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be received at the Co.'s Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co., Agents.
43, Des Voeux Road, Central.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
GLENGLADE	2nd Sept.	PENBROKESHIRE	13th Sept.
GLENBANDA	23rd Sept.	GLENIFFER	28th Sept.
GLENSHANE	7th Oct.	GLENGLADE	11th Oct.
GLENGLARY	16th Oct.		

Movements are subject to change without notice.
For freight or further particulars please apply to—

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3695.

ASUTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'les, S'kan, Thura. Is. & A'lian Ports.
TAIYUEN	5th Oct.	10th Oct.
CHANGSHA	31st Oct.	4th Nov.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.
For Freight and Passage apply to
Butterfield & Swire.
(JOHN SWIRE & SON, LTD.) Agents.
Telephone Central No. 36.

Yamashita Steamship & Mining Co., Ltd.Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.REGULAR FREIGHT & PASSENGER SERVICE
KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR CANTON	FOR HAIPHONG	FOR KEELUNG
S.S. "CHUKWA MARU" ... on or about 2nd Sept.	S.S. "CHUKWA MARU" ... on or about 5th Sept.	S.S. "CHUKWA MARU" ... on or about 4th Sept.
S.S. "CHUKWA MARU" ... on or about 2nd Sept.	S.S. "CHUKWA MARU" ... on or about 5th Sept.	S.S. "CHUKWA MARU" ... on or about 4th Sept.
S.S. "CHUKWA MARU" ... on or about 2nd Sept.	S.S. "CHUKWA MARU" ... on or about 5th Sept.	S.S. "CHUKWA MARU" ... on or about 4th Sept.

For further particulars, please apply to—
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West. Top Floor, King's Building.
Tel. Central No. 189. Tel. Central No. 140 & 4457.

Shipping Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.
VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

S.S.	Tons	From Hong-kong (about)	Destination
YOKOHAMA M.	(Calls Keelung)	Sat., 30th Aug. at 11 a.m.	Friday, 26th Sept.
KAGA MARU			
MARSHALLS, LONDON & ANTWERP			
HABUNA MARU		Wednesday, 10th Sept. at 11 a.m.	Wednesday, 24th Sept.
KAMO MARU			
HAMBURG via LONDON & ROTTERDAM			
MITO MARU		Friday, 20th Sept.	
LIVERPOOL via MARSEILLES & VALENCIA		Monday, 8th Sept.	Sunday, 28th Sept.
TSURUGA MARU	(Calls Glasgow)		
DELAGA MARU			
SYDNEY & MELBOURNE via Manila & Ports		Wednesday, 17th Sept. at 11 a.m.	Wednesday, 15th Oct.
TANGO MARU			
YOSHINO MARU			
NEW YORK and/or BOSTON via PANAMA			
MAYBASHI MARU		Tuesday, 2nd Sept.	
BUENOS AIRES via Singapore, Durban & Cape Town			
KAMAKURA MARU		Tuesday, 2nd Sept.	
BOHAY via Singapore & Colombo			
AKI MARU		Saturday, 30th Aug.	Sunday, 21st Sept.
SADO MARU			
CALCUTTA via Singapore, Penang & Rangoon		Tuesday, 2nd Sept.	Monday, 8th Sept.
WAKASA MARU			
YAMAGATA MARU		Monday, 8th Sept.	
JAVA & CALCUTTA			
MURORAN MARU		Sunday, 31st Aug.	
NAGASAKI, KOBE & YOKOHAMA			
YOSHINO MARU		Thursday, 11th Sept.	
SHANGHAI, KOBE & YOKOHAMA			
AWA MARU		Tuesday, 2nd Sept.	Friday, 5th Sept.
PENANG MARU		Friday, 5th Sept.	Wednesday, 10th Sept.
ATSUTA MARU		Wednesday, 10th Sept.	Tuesday, 23rd Sept.
KASHIMA MARU		Tuesday, 23rd Sept.	

For further information apply to—
Tel. Central Nos. 292, 293 & 2422.
NIPPON YUSEN KAISHA.
Y. YAMAMOTO, Manager.**DODWELL & CO., LTD.**

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sailing about 26th August.

LLOYD TRIESTINO.REGULAR MONTHLY PASSENGER AND FREIGHT
SERVICE FOR BRINDISI, VENICE
AND TRIESTE (Fiume).TAKING, CARGO ON THROUGH BILL OF LADING
TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND
DANUBE PORTS.REDUCED PASSAGE RATES TO BRINDISI,
VENICE OR TRIESTE.**£66.**

NEXT SAILINGS.

OUTWARD FOR YOKOHAMA, KOBE AND MOJI.

S.S. "FIUME-L"	Sails about 31st Aug.
S.S. "PERSIA"	Sails about 30th Sept.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA"	Sails about 7th Sept.
S.S. "LACONIA"	Sails about 4th Oct.
S.S. "FIUME-L"	Sails about 7th Oct.
S.S. "PERSIA"	Sails about 7th Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sailing about 31st Aug.
Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD.
Telephone Central 1030. Agents.

ELLERMAN &

BUCKNALL



STEAMSHIP

COMPANY, LTD.

Projected sailings from Hongkong
Subject to alteration.City of Birmingham 31st Aug. M'les, Ldon, R'dam, Leith & G'gow
City of Manila 11th Sept. Havre, London, R'dam & Hamburg**PASSENGER SERVICE.**

City of	Class	From Hongkong	To
City of Labors	1st Class	26th Oct.	Shanghai & Japan
City of Labors	2nd Class	4th Dec.	Marseilles, London, etc.
City of Labors	3rd Class	29th Jan.	Marseilles, London, etc.
City of Labors	4th Class	25th Feb.	Marseilles, London, etc.

FARES TO LONDON.Single 1st Class A £25, B £24, C £23, D £22, E £21.
Single 2nd Class A £12, B £11, C £10, D £9, E £8.
Single 3rd Class A £6, B £5, C £4, D £3, E £2.
For further particulars apply to—
HOLYOAK & CO., LTD. THE BANK LINE, LTD.
Telephone Central 780.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailing.
MANILA via Amoy	Sulung	Sat. 30th Aug. at 3 p.m.
HAIPHONG via Hoihow Loosang	Sun.	31st Sept. at 8 a.m.
SHANGHAI via Swatow Lokeang	Mon.	1st Sept. at 10 a.m.
HANGKOK via Swatow Chaksang	Mon.	1st Sept. at 5 p.m.
TIAO via S'ow & S'hai Tungshing	Wed.	3rd Sept. at 10 a.m.
TIENTSIN	Cheongshing	Wed. 3rd Sept. at noon
SANDAKAN	Mausang	Thurs. 4th Sept. at 1 p.m.
SHANGHAI via Swatow Kwongseang	Fri.	5th Sept. at 10 a.m.
MANILA	Yuensang	Sat. 6th Sept. at 11 a.m.
KOBE	Namsang	Sat. 6th Sept. at noon
HAIPHONG via Hoihow Mingsang	Sun.	7th Sept. at 7 a.m.
STRAITS & Calcutta	Kutsang	Mon. 8th Sept. at 3 p.m.

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways. Berse Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Weihaiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Kutsang" will be despatched on or about Monday, 8th Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & Co., Ltd.
General Managers.
Telephone Central No. 215.**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiphong ...	Ellis Walker	TUES. 2nd Sept. at 3 p.m.
Haiphong ...	W. S. Turnbull	FRI. 5th Sept. at 1 p.m.
Haiphong ...	W. O. Passmore	TUES. 9th Sept. at 5 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to—

Douglas Lapraik & Co.,
General Managers.**KONINKLYKE PAKETVAART MAATSCHAPPIJ.**

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 11th Sept.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailings from Marseilles	From Marseilles to Hongkong	From Hongkong to Marseilles
AZAYLE RIDEAU	—	7th Sept.	14th Sept.
PAUL LECAT	—	14th Sept.	21st Sept.
ANDRE LEBON	31st July	1st Sept.	8th Sept.
AMBOISE	14th Aug.	15th Sept.	22nd Sept.
ORANTILLY	28th Aug.	29th Sept.	6th Oct.
PORTHOS	11th Sept.	14th Oct.	21st Oct.

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
1st Class—1st Class—£25.00, 2nd Class—£15.00, 3rd Class—£10.00.
Steamers: 1st Class—£25.00, 2nd Class—£15.00, 3rd Class—£10.00.
Through Tickets to London and London to Hongkong & Europe.
Accommodation reserved in the trains at Marseilles.

LIONE COMMERCIALE (CARGO BOATS)

S.S. "DE P. BENOL" ...
For full particulars apply to—
Messageries Maritimes Co., Ltd.
Telephone Central 70. Agents.

ADMIRAL ORIENTAL LINE

The Steamship "PRES GRANT" having arrived from Suez via ports, on 31st Aug. 1924 consignees are hereby notified that their cargo is being landed at their risk into the hazardous and extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 27th Aug. 1924, by the Company's Surveyors, Messrs. Anderson and Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 28th Aug. 1924, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE,
4, Des Voeux Road,
Hongkong, August 26th, 1924.

ADMIRAL ORIENTAL LINE

The Steamship "PRES GRANT"

having arrived from Manila P.I. via ports on 29th August, 1924, Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and extra-hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, & stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on Sept 3rd, 1924, by the Company's Surveyors, Messrs. Anderson and Ash.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after Sept. 5th, 1924, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE,
4, Des Voeux Road,
Hongkong, 29th August 1924.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road

Hongkong, 29th August 1924

NOTICE TO CONSIGNEES

LLOYD TRIESTINO S. N. CO.

The Steamship, "FIUME L"

From Trieste, Venice, Brindisi,

Port Said, Massara, Aden,

Colombo, Penang &

Singapore.

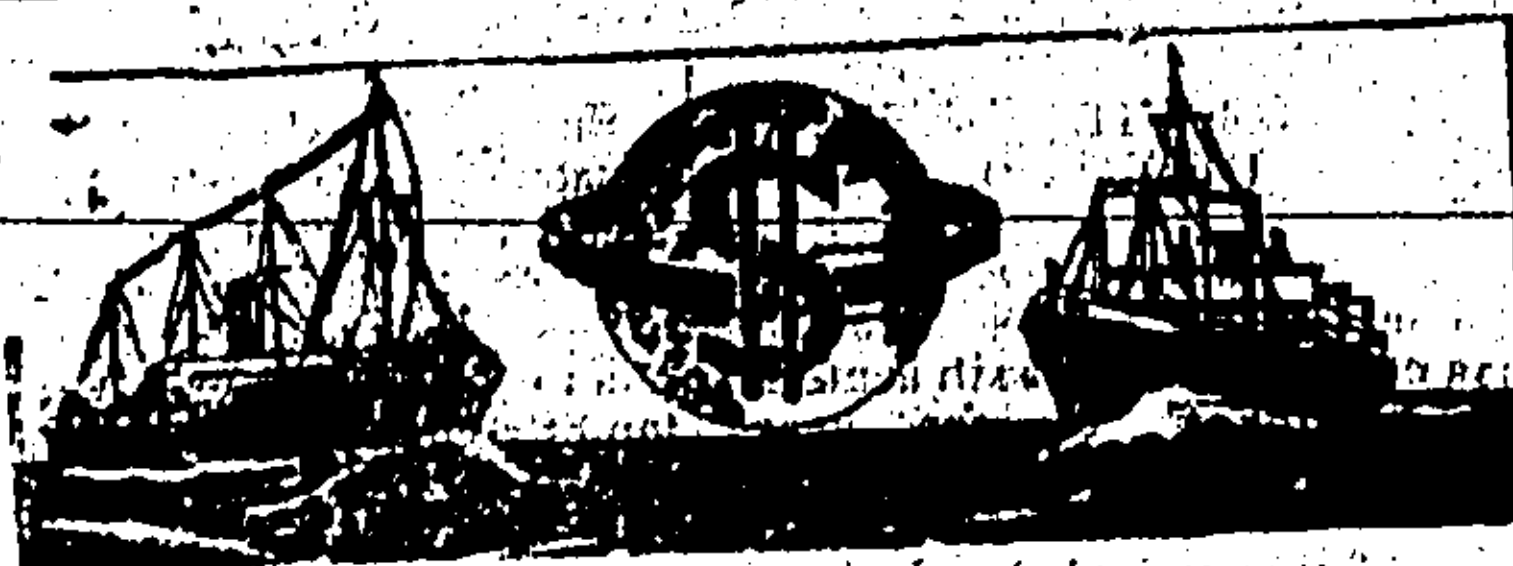
CONSIGNEES of Cargo are

hereby informed that all

Goods are being landed at their

risk into the Godowns of the

Hongkong and Kowloon Wharf



ROUND THE WORLD

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN STEAMERS TO
MANILA, SINGAPORE, PENANG, COLOMBO
SUEZ, PORT SAID, ALEXANDRIA, NAPLES,
GENOA, MARSEILLES,
BOSTON AND NEW YORK

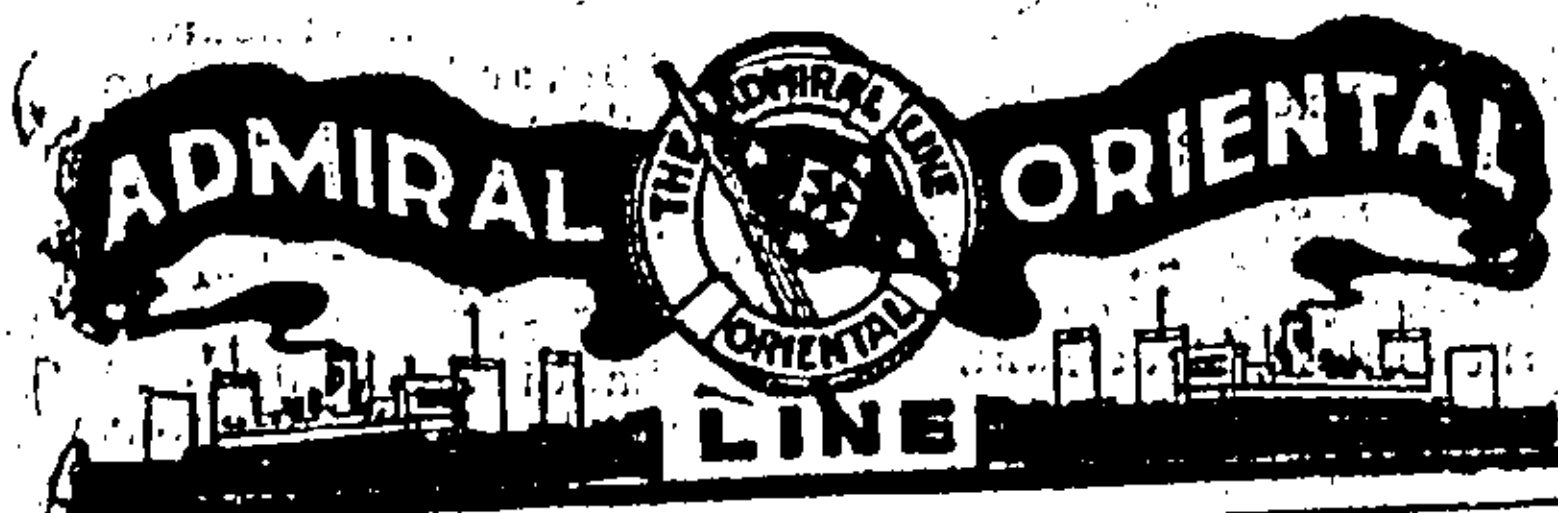
Thence
HAVANA, PANAMA, LOS ANGELES,
SAN FRANCISCO—
to KOBE, SHANGHAI & HONGKONG
via HONOLULU.

"PRESIDENT MONROE"Sept. 2nd
"PRESIDENT HARRISON"Sept. 16th
"PRESIDENT BUREN"Sept. 30th
"PRESIDENT HAYES"Oct. 14th
"PRESIDENT ADAMS"Nov. 11th
Through Bills of Lading to all United States and
Canadian Overland points & Havens.

For Passage and Freight bookings, apply to

DOLLAR STEAMSHIP LINE.

Hongkong & Shanghai Bank Building, Ground Floor
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."



ADMIRAL ORIENTAL LINE.

FREIGHT AND PASSENGERS
THE NEW FAST AMERICAN
STEAMERS TO
SEATTLE & VICTORIA
SHANGHAI—KOBE—YOKOHAMA.

"PRESIDENT GRANT"Aug. 31st
"PRESIDENT MADISON"Sept. 12th
"PRESIDENT MCKINLEY"Sept. 24th
"PRESIDENT JEFFERSON"Oct. 18th
"PRESIDENT GRANT"Oct. 30th
TO EUROPE

£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

TO MANILA

"PRESIDENT MADISON"Sept. 3rd
"PRESIDENT MCKINLEY"Sept. 15th
"PRESIDENT JEFFERSON"Oct. 9th

Through Bills of Lading to all United States and Canadian Overland Points; also via Panama Canal Lines to Atlantic Ports. Copies of this paper on file in our Offices SEATTLE, CHICAGO, NEW YORK.

For passage and Freight Booking apply to

ADMIRAL ORIENTAL LINE.

MANAGING AGENTS-UNITED STATES SHIPPING BOARD.
Hongkong and Shanghai Bank Building, Ground Floor.
Telephone Central 2477, 2478 and 795. No. 4, Des Vaux Road.
CABLE ADDRESS: "DOLLAR."

COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)
MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,
BARCELONA & OTHER SPANISH PORTS.
LEGAZPI2nd Sept. ISLA DE PANAY31st Dec.
O LOPEZ Y LOPEZ 30th Oct. SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

O LOPEZ Y LOPEZ 19th Oct. ISLA DE PANAY3rd Dec.
The steamers of this Company are fitted with every modern convenience for comfort and safety of passengers. Stevedores and Dockers employed.

For particulars of Freight and Passage apply to

BUTTERFIELD & SWIRE

PACIFIC SHIPPING.

CANADIAN PACIFIC

THE
"EMPRESS OF CANADA"

WILL SAIL FROM
HONGKONG

TO
MANILA

5 P.M., WEDNESDAY, SEPT., 3rd

AND WILL SAIL FROM
HONGKONG

TO
VANCOUVER

NOON, SATURDAY, SEPT., 13th

via Shanghai, Kobe & Yokohama.

Passenger Department Tel. C. 752. Cable: CACANPAC.
Freight and Express Tel. C. 42. Cable: NAUTILUS.

T. K. K.



THE PATHWAY OF THE SUN

VIA HONOLULU. The Paradise of the Pacific.
REDUCED FARE TO EUROPE
£120 £112-£110
First class through ticket. No change required on the Atlantic.
HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU.
Steamers. Tons. Leave Hongkong.
SHINYO MARU (Calling at Keelung)Sept. 4.
SIBERIA MARUSept. 19.
TAIYO MARUOct. 1.
TENYO MARUOct. 15.
KOREA MARUOct. 29.

The KOREA MARU and SIBERIA MARU proceed to Los Angeles after arrival at San Francisco.

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, MANZANILLO, BALBOA, CALLAO, MOLLEND, ARIOA & IQUIQUE. THENCE BY TRANS-ANDIAN ROUTE TO BUENOS AYRES.

Steamers. Tons. Leave Hongkong.
GINYO MARUSept. 5.
ANYO MARUOct. 19.
Through Bills of Lading issued to all United States Overland Ports; also via Panama Canal Lines to Atlantic Ports.
For full information regarding passage, freight and sailing apply to—

Y. TSUTSUMI, Manager.

Agents at Canton. King's Building.
Messrs. T. E. GRIFFITH, Ltd. Tel. Central Nos. C. 2374 & 2375.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.
S.S. ROMEO via Suez Canal 31st Aug.
S.S. PERSEUS via Suez Canal 10th Sept.
S.S. CITY OF YOKOHAMA via Suez Canal 21st Sept.
S.S. TEUOER via Suez Canal 1st Oct.
Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co. Ltd. CANTON

STRUTHERS & BARRY.

OPERATING U.S. GOVERNMENT SHIPS.
EXPRESS FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong by Direct Route.
U.S.S.B. "West Farallon" Due Hongkong 2nd Sept.
Leaves Hongkong 3rd Sept.
U.S.S.B. "West Sequana" Due Hongkong 19th Sept.
Leaves Hongkong 20th Sept.
U.S.S.B. "West Prospect" Due Hongkong 1st Oct.
Leaves Hongkong 2nd Oct.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF LADING ISSUED TO U.S. & CANADIAN OVERLAND POINTS

To Batavia, Samarang & Sourabaya.

U.S.S.B. "West Chopaka" Due Hongkong 31st Aug.
Leaves Hongkong 31st Aug.
To Manila, Cebu and Zamboanga.

U.S.S.B. "West Carmona" Due Hongkong 18th Sept.
Leaves Hongkong 20th Sept.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED

For Full Information apply to

STRUTHERS & BARRY

General Agents, 15, Market Street, HONGKONG.

Agents, 15, Market Street, HONGKONG.

PACIFIC SHIPPING.

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

LONDON SERVICE

(Direct.)

TROILUS 1st Sept. London, Hull, Rotterdam & Hamburg
ATREUS 6th Sept. London, Rotterdam & Hamburg
SARPEDON 9th Sept. Marseilles, London, Rotterdam & Glasgow
GLAUCUS 15th Sept. London, Rotterdam, Hamburg & Dunkirk

LIVERPOOL SERVICE

(Direct or via Continental Ports)

EURYPIUS 6th Sept. Marseilles, Havre, Liverpool & Glasgow
ANTIOCHUS 20th Sept. Genoa, Marseilles, Liverpool & Glasgow
KT. TEMPLAR 1st Oct. Marseilles, Havre, Liverpool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)

ACHILLES 20th Sept. Victoria, Seattle & Vancouver
PHILOCTETES 14th Oct. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

PERSEUS 10th Sept. Boston & New York (via Suez)
TEUCER 1st Oct. Boston & New York (via Suez)
EURYLOCHUS 11th Oct. Boston & New York (via Suez)

PASSENGER SERVICE

PATROCLUS 16th Sept. for Shanghai
SARPEDON 9th Sept. for Singapore, Marseilles & London
PATROCLUS 21st Oct. for Singapore, Marseilles & London
MENTOR 17th Nov. for Singapore, Marseilles & London
HECTOR 16th Dec. for Singapore, Marseilles & London
THEIRSIAS 29th Dec. for Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced fares.

For Freight and Passage Rates and all information Apply to:—

BUTTERFIELD & SWIRE AGENTS.



REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Menade	Java	In port	1st Sept.	Yokohama
Tjileboet	Java	In port	3rd Sept.	Batavia
Tjilmanoeck	Dalmy	30th Aug.	8th Sept.	Amoy & S'hai
Tjibodas	Makassar	4th Sept.	7th Sept.	Makassar
Tjikini	Shanghai	5th Sept.	10th Sept.	Batavia
Tjilalak	Japan	7th Sept.	11th Sept.	Shanghai
Tjikembang	Batavia	7th Sept.	16th Sept.	Japan
Tjitaroem	Makassar	14th Sept.		

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

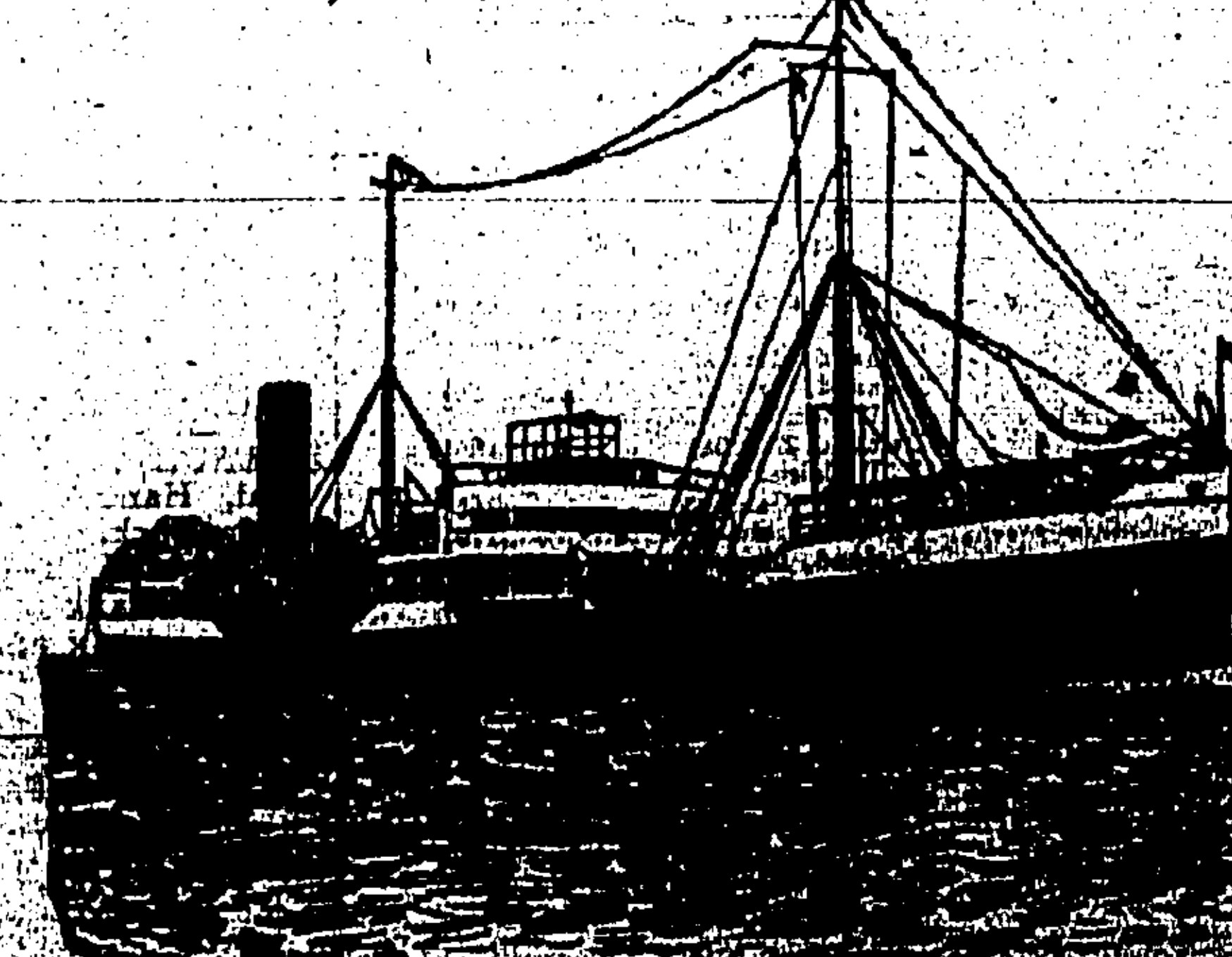
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. 5th Edition; Engineering: First and Second Edition;

Western Union and Watkins; Benson's, Montreal.

Dock Owners: Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

Brass Founders, Forge Masters, Electricians.



OIL TANK SUPPLY AND OIL

FOR THE HONGKONG & WHAMPOA DOCK CO., LTD.

15, Market Street, HONGKONG.

Agents, 15, Market Street, HONGKONG.

P. & O. S. S. Co.

STEAMER FOR

Straits, Colombo, Australia,

Bombay, Egypt,

Mediterranean Ports and

London.

Through Bills of Lading issued for

Batavia, Persian Gulf, Con-

tinental, American and South

African Ports.

THE Steamer "SARDINIA"

Capt. O. Siggers, R.N.

carrying His Majesty's Mails will

be despatched from this port

on or about FRIDAY, the

5th. Sept. 1924, at Noon, taking

Passengers and cargo for the above

Ports.

Silk and Valuable Cargo for

Italy, France and London (under

arrangement) will be conveyed

by this Steamer proceeding to

Dombay and there transhipped

to the on-carrying Steamer for

Marseilles and London.

Parcels will be received at the

Office until 5 p.m. on the day pre-

vious of sailing. The contents and

value of all packages must be

declared.

For further particulars, apply

to—

MAACKINNON, MAACKENZIE

& CO., Agents.

Hongkong, Sept. 30th. 1924.

NOTICE TO CONSIGNEES.

S. S. "H. A. V."

This steamer having been

detained at Whampoa and part of

her cargo being discharged by

the Chinese Authorities, Con-

signees are requested to produce

their Bills of Lading enabling us

to notify those interested, that

their cargo has been wrongly

discharged, so that they can look

after their interests as the ship is

not being responsible for restraint

of princes.

N.V. CARL BODIKER & Co's

Handelmaatschappij, (LTD).

Agents:—Rickmers Linie,

Hamburg.

We have received

A fine selection of

Real Amber Beads

which are being offered for

sale at moderate prices.

SHERIFF BROS.

17, Queen's Rd. Central

MASSAGE HALL

25 WYNDHAM STREET

Mrs. H. MORITA

MR. H. SUGITA

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.

Codes Used: A1, A.B.C. 5th Edition; Engineering: First and Second Edition;

Western Union and Watkins; Benson's, Montreal.

Dock Owners: Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and

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SHARE QUOTATIONS.

Stock Exchange.		Sharebrokers' Association.	
Banks.		Banks.	
H.K. & S. Bank	b. 1200	b. 1200	
(London)	b. £137	b. £137	
Chartered Bank	b. £20	b. £20	
Mercantile Banks A & B	b. £20 1/4	b. £20 1/4	
Mercantile Banks C	b. £12 1/4	b. £12 1/4	
F. & O. Bank	b. £11	b. £11	
Bank of E. Asia	b. 99	b. 100	
Marine Insurance.		Marine Insurance.	
Canton	b. sa. 720	b. 720	
China Underwriters	b. 134	b. 130	
North China	b. 140	b. 140	
Union	b. 232	b. 232	
Yangtze	b. 29 1/4	b. 30	
Fire Insurance.		Fire Insurance.	
China Fires	b. 175	b. 175	
H.K. Fires	b. 590	b. 600	
Shipping.		Shipping.	
Douglases	b. 62	b. 62	
H.K. Steamboats	b. 48 1/4	b. 49 1/4	
H.K. Tugs	b. 3 1/4	b. 3 1/4	
Indos (Prof.)	b. 38	b. 38	
Indos Def. Lon/Reg.	b. 110	b. 110	
Indos Def. H.K. Reg.	b. 80 1/2	b. 80 1/2	
Shells	b. 101	b. 101	
Ferries	b. 16 1/4	b. 16 1/4	
Water-boats	b. 16 1/4	b. 16 1/4	
Refineries.		Refineries.	
China Sugars	b. 360	b. 369	
Malabon	b. 46	b. 46	
Mining.		Mining.	
Benguet Consol.	b. P. 3.20	b. 71 1/2	
Kallan	b. 70 1/2	b. 18	
Langkats Combined	b. n. x. Rts. 18	b. 4.80	
Rauba	b. n. 5	b. 44 1/2	
Tronchs	b. 44 1/2	b. 44 1/2	
Ural Caspians	b. 10 1/2	b. 10 1/2	
Docks Wharves, Godowns &c.		Docks Wharves, Godowns &c.	
H.K. Wharves	b. 218	b. 217	
E. Docks	b. 167 1/2	b. 167 1/2	
Hongkong Wharves	b. 194 1/4	b. 194 1/4	
New Engineering	b. 6 1/2	b. 6.80	
Shanghai Docks	b. 92 1/4	b. 92	
Lands, Hotels & Buildings.		Lands, Hotels & Buildings.	
H.K. Hotels (cum rts.)	b. 24 s. 24 1/2	b. 24 1/2	
Do. (New) Prom.	b. 23 1/2	b. 23 1/2	
H.K. Developments	b. 1.20	b. 1.10	
H.K. Lands	b. sa. 119	b. 120 sa. 119 1/4	
H.K. Realty	b. 2	b. 2	
H.K. Territories	b. 134	b. 180	
Humphreys Estate	b. 23 1/4	b. 23 1/4	
Princes Bldg.	b. 150	b. 150	
Cotton Mills.		Cotton Mills.	
Evo Cottons	b. 10 1/4	b. 10 1/4	
Oriental	b. 3 1/2	b. 3 1/2	
Shanghai Cottons Old	b. 57	b. 57	
Shanghai Cottons New	b. 32	b. 32	
Miscellaneous.		Miscellaneous.	
Canton Iron	b. 8 1/4	b. 8 1/4	
Cements (cum rts.)	b. 20 1/4	b. 20 1/4	
Do. (New) Prem	b. 5 1/4	b. 5 1/4	
Cements (Combined)	b. 26	b. 26	
Ropes (Combined)	b. 56 1/4	b. 56 1/4	
China Light Old	b. 17 1/4	b. 18	
Do. New	b. 11 1/4	b. 12	
China Providents Old	b. 16 1/2	b. 16 1/2	
Do. New	b. 5.10 sa. 5 1/2	b. 5.10 sa. 5.20	
Constructions	b. 27 1/4	b. 27 1/4	
Dairy Farms	b. 27 1/4	b. 27 1/4	
Der A Wing (f.p.)	b. 10	b. 10	
(p.p.)	b. 2 1/4	b. 2 1/4	
Electric H.K. Old	b. 4 1/4	b. 4 1/4	
Electric Macao	b. 38	b. 38	
Hongkong Ropes Old	b. 19.60	b. 20	
H.K. Ropes (New) From	b. 7	b. 7	
Hongkong Tramways	b. 42 1/4	b. 42	
Lane Crawfords	b. 18	b. 18	
Macintosh	b. 20 1/4	b. 20 1/4	
Peak Trams Old	b. 20	b. 20 1/4	
Peak Trams New	b. 4 1/4	b. 4 1/4	
Sinceres	b. 13 1/4	b. 13.60	
Taxis	b. 4 1/4	b. 4.10	
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Wm. Powells	b. 15	b. 15	
Nanyang Tob.	b. 10 1/4	b. 10 1/4	
China Buses	b. 10 1/4	b. 10 1/4	

Hongkong, August 30, 1923.

THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

WE BUY		WE SELL	
Hotels old 21	Dairy Farms 28.00	Waterboats 17.00	Humphreys 231
Hotels new 14	Union Insurance 231.00	Wharves 219	Cement new 6.00
China Light new 10 1/2	Longkong Bank 17.200	Watsons 27	Providents old 12
Cement new 5.00	Peak Trams 18	Taxis 3.50	Providents new 5.10
Shanghai Trams 40.20			

Prospective buyers are reminded that sale of purchases of interrelated depend on our office quoted market quotations.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

Selling		Buying	
100 s. San Francisco and Pan	5 1/2	100 s. San Francisco and Pan	5 1/2
100 s. New York	10 1/2	100 s. New York	10 1/2
100 s. London	10 1/2	100 s. London	10 1/2
100 s. Hongkong	10 1/2	100 s. Hongkong	10 1/2
100 s. Shanghai	10 1/2	100 s. Shanghai	10 1/2
100 s. Singapore	10 1/2	100 s. Singapore	10 1/2
100 s. Java	10 1/2	100 s. Java	10 1/2
100 s. India	10 1/2	100 s. India	10 1/2
100 s. Ceylon	10 1/2	100 s. Ceylon	10 1/2
100 s. Persia	10 1/2	100 s. Persia	10 1/2
100 s. Egypt	10 1/2	100 s. Egypt	10 1/2
100 s. Greece	10 1/2	100 s. Greece	10 1/2
100 s. Russia	10 1/2	100 s. Russia	10 1/2
100 s. Turkey	10 1/2	100 s. Turkey	10 1/2
100 s. China	10 1/2	100 s. China	10 1/2
100 s. Japan	10 1/2	100 s. Japan	10 1/2
100 s. Korea	10 1/2	100 s. Korea	10 1/2
100 s. Manchuria	10 1/2	100 s. Manchuria	10 1/2
100 s. Siberia	10 1/2	100 s. Siberia	10 1/2
100 s. Mongolia	10 1/2	100 s. Mongolia	10 1/2
100 s. Tibet	10 1/2	100 s. Tibet	10 1/2
100 s. Nepal	10 1/2	100 s. Nepal	10 1/2
100 s. Bhutan	10 1/2	100 s. Bhutan	10 1/2
100 s. Sikkim	10 1/2	100 s. Sikkim	10 1/2
100 s. Ladakh	10 1/2	100 s. Ladakh	10 1/2
100 s. Kashmir	10 1/2	100 s. Kashmir	10 1/2
100 s. Baluchistan	10 1/2	100 s. Baluchistan	10 1/2
100 s. Punjab	10 1/2	100 s. Punjab	10 1/2
100 s. Sind	10 1/2	100 s. Sind	10 1/2
100 s. Hyderabad	10 1/2	100 s. Hyderabad	10 1/2
100 s. Bombay	10 1/2	100 s. Bombay	10 1/2
100 s. Madras	10 1/2	100 s. Madras	10 1/2
100 s. Cochin	10 1/2	100 s. Cochin	10 1/2
100 s. Travancore	10 1/2	100 s. Travancore	10 1/2
100 s. Malabar	10 1/2	100 s. Malabar	10 1/2
100 s. Kerala	10 1/2	100 s. Kerala	10 1/2
100 s. Andhra Pradesh	10 1/2	100 s. Andhra Pradesh	10 1/2
100 s. Orissa	10 1/2	100 s. Orissa	10 1/2
100 s. Bihar	10 1/2	100 s. Bihar	10 1/2
100 s. Uttar Pradesh	10 1/2	100 s. Uttar Pradesh	10 1/2
100 s. West Bengal	10 1/2	100 s. West Bengal	10 1/2
100 s. Assam	10 1/2	100 s. Assam	10 1/2
100 s. Manipur	10 1/2	100 s. Manipur	10 1/2
100 s. Meghalaya	10 1/2	100 s. Meghalaya	10 1/2
100 s. Tripura	10 1/2	100 s. Tripura	10 1/2
100 s. Mizoram	10 1/2	100 s. Mizoram	10 1/2
100 s. Nagaland	10 1/2	100 s. Nagaland	10 1/2
100 s. Arunachal Pradesh	10 1/2	100 s. Arunachal Pradesh	10 1/2
100 s. Assam	10 1/2	100 s. Assam	10 1/2
100 s. Manipur	10 1/2	100 s. Manipur	10 1/2
100 s. Meghalaya	10 1/2	100 s. Meghalaya	10 1/2
100 s. Tripura	10 1/2	100 s. Tripura	10 1/2
100 s. Mizoram	10 1/2	100 s. Mizoram	10 1/2
100 s. Nagaland	10 1/2	100 s. Nagaland	10 1/2
100 s. Arunachal Pradesh	10 1/2	100 s. Arunachal Pradesh	10 1/2

SUBSIDIARY COINS.

100 s. San Francisco and Pan	5 1/2
100 s. New York	10 1/2
100 s. London	10 1/2
100 s. Hongkong	10 1/2
100 s. Shanghai	10 1/2
100 s. Singapore	10 1/2
100 s. Java	10 1/2
100 s. India	10 1/2
100 s. Ceylon	10 1/2
100 s. Persia	10 1/2
100 s. Egypt	10 1/2
100 s. Greece	10 1/2
100 s. Russia	10 1/2
100 s. Turkey	10 1/2
100 s. China	10 1/2
100 s. Japan	10 1/2
100 s. Korea	10 1/2
100 s. Manchuria	10 1/2
100 s. Siberia	10 1/2
100 s. Mongolia	10 1/2
100 s. Tibet	10 1/2
100 s. Nepal	10 1/2
100 s. Bhutan	10 1/2
100 s. Sikkim	10 1/2
100 s. Ladakh	10 1/2
100 s. Kashmir	10 1/2
100 s. Baluchistan	10 1/2
100 s. Punjab	10 1/2
100 s. Sind	10 1/2
100 s. Hyderabad	10 1/2
100 s. Bombay	10 1/2
100 s. Madras	10 1/2
100 s. Cochin	10 1/2
100 s. Travancore	10 1/2
100 s. Malabar	10 1/2
100 s. Kerala	10 1/2
100 s. Andhra Pradesh	10 1/2
100 s. Orissa	10 1/2
100 s. Bihar	10 1/2
100 s. Uttar Pradesh	10 1/2
100 s. West Bengal	10 1/2
100 s. Assam	10 1/2
100 s. Manipur	10 1/2
100 s. Meghalaya	10 1/2
100 s. Tripura	10 1/2
100 s. Mizoram	10 1/2
100 s. Nagaland	10 1/2
100 s. Arunachal Pradesh	10 1/2

BANKS.

THE BANK OF CHINA, LTD.

(Incorporated in England 1905)

With which is affiliated

THE ALLIANCE BANK, LTD.

INDIA.

Authorized Capital £5,000,000

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Manager.

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Business transacted. Loans granted on

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per annum, and on Fixed Deposits at the

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For 6 months at the rate of 4 per annum

For 12 months at the rate of 4 1/2 per annum

For 18 months at the rate of 4 3/4 per annum

For 24 months at the rate of 5 per annum

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NEDERLANDSCHE HANDEL

MAATSCHAPPIJ.

NEDERLANDS TRADING SOCIETY.

BANK.

Established 1824.

Hongkong Branch established 1860.

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Business transacted.

Interest allowed on

current deposits at the rate of 2 1/2 per cent.

per annum, on Savings Accounts Four per cent

per annum, and on Fixed Deposits at the

following rates:

For 3 months at the rate of 3 1/2 per annum

For 6 months at the rate of 4 per annum

For 12 months at the rate of 4 1/2 per annum

For 18 months at the rate of 4 3/4 per annum

For 24 months at the rate of 5 per annum

THE BEAN "FOURTEEN"

Although introduced to the public only as recently as the Olympia Show of 1923, the **BEAN "FOURTEEN"** is not in any sense an untried car.

Actually, two years of time and very nearly 200,000 miles of testing were spent in satisfying the experts that it expressed to the highest possible degree the ideals of the discriminating Owner-driver. In its finally approved form, the Bean "Fourteen" is a British achievement of more than average interest.

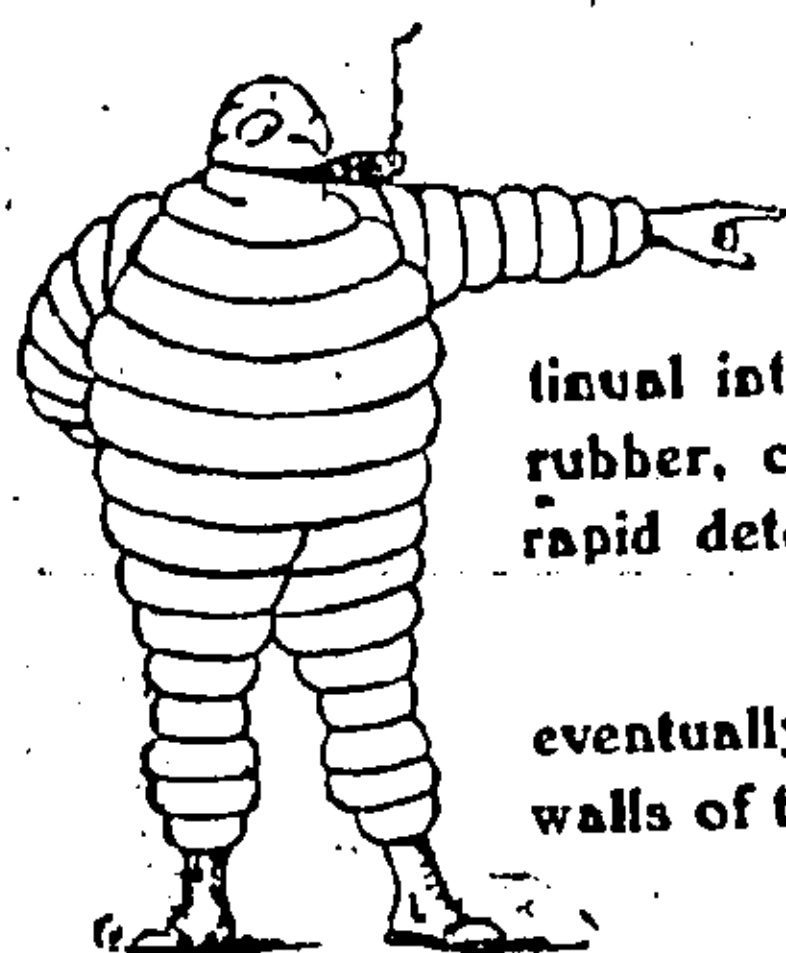
WE SHALL BE PLEASED TO DEMONSTRATE THIS IDEAL FIVE-SEATER TO THOSE INTERESTED.

SOLE AGENTS:

HONGKONG & KOWLOON TAXICAB CO., LTD.

26, Queen's Road Central.
Telephone No. C.1036.

HOW TO GET GOOD SERVICE FROM MICHELIN TYRES



Keep tyres pumped up to correct pressure for the load they have to carry. We can tell you what this should be.

When tyres are under inflated there is continual internal friction between the foundation cord and the rubber, causing overheating of the tyre and consequent rapid deterioration.

Water can also enter causing rust, resulting eventually in the rims having sharp edges which cut the walls of the tyre near the head.

Most cars in Hongkong run on under inflated tyres with the above disastrous results.

Have your wheels examined front and rear for trueness and tracking alignment. If they are at fault in this respect the tread of the cover is subject to a grinding action which quickly destroys the cover.

Keep tyres free from oil and grease.

Start and stop gently and take corners slowly.

Lastly—buy **MICHELIN** tyres from us and follow the above advice and tyre satisfaction is assured.

EUROPE-ASIA TRADING CO.

Telephone C.3438. China Building, 1st Floor.

In planning your PICNICS or joy rides, don't forget K. 226.

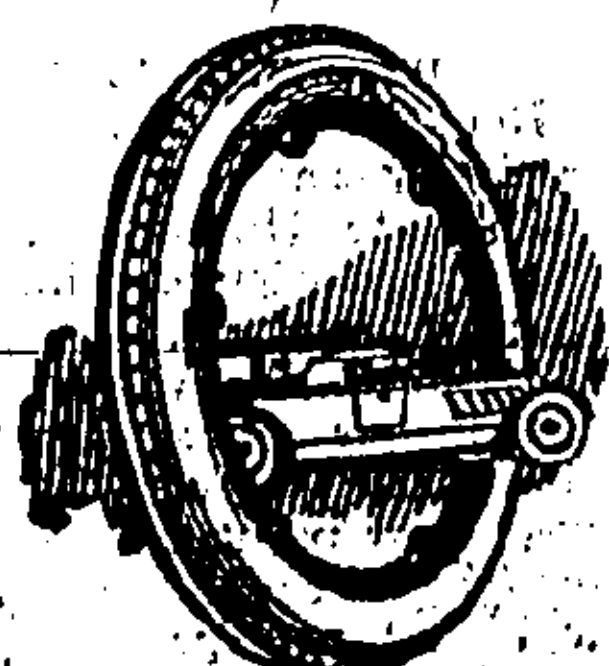
Our livery cars give satisfaction.



NATHAN ROAD

A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

CARS FOR HIRE



STORAGE

NOVICES AND NERVES.

PREVENTION BETTER THAN CURE.

Several correspondents have latterly addressed me, says a motor writer at Home, regarding the question of "nerves"—and the subject is not an easy one to deal with from written data and without knowledge of the person so affected. You see, the answer might vary from "try a little more soda with it" to the suspension is all wrong. Get some shock absorbers fitted.

But as the editor won't let me open a room as a consulting nerve-specialist, I will try to do a little general diagnosing of symptoms and offer a few general prescriptions. You can, of course, forward your guinea just as though there were a consulting room.

The first point is—are the nervous difficulties pertinent to motoring only, or are they noticeable at other times? If they are noticeable at other times, but accentuated by motoring, the case is different from "nerves" associated with motoring only.

AIM AT AUTOMATICITY.

And then, of course, there are many types of nerves the type known to the naturally nervous driver: "jumpy nerves"; and ill effects—such as sleeplessness—after a drive. We will deal with them separately, knowing beforehand that suggestions in one case may also apply in another.

The person who is just nervous when driving will usually improve with more extended experience. Go easily and with abnormal care until absolutely accustomed to the car so that any desired movement of lever or pedal has become automatic.

If you have to be thinking out as you go along what you will have to do in any given circumstances which may arise—you are bound to be a nervous driver.

If any measure of that mental effort is your unhappy lot, the only way to cure it is to drive that nothing sudden can be "sprung on you"; that is to say with extreme caution and avoiding congested areas so far as practicable. You must try and cultivate that comfortable feeling.

THE IMPORTANCE OF COMFORT.

The ideal to aim at is feeling as comfortable and as "at home" when driving, as you do in your favourite armchair. The first essential on the road to that ideal is to be comfortable in the driving seat and when I say comfortable I mean it to apply from all angles: physical comfort, good vision, easy reach of controls, and so on.

Some of these "knotty" cars (occasionally "knottessed") in which the driver loafs back and looks through the spaces between the arms of the steering wheel are an unwarranted additional danger to the road—and should be prohibited.

Coming to the question of "jumpy nerves," you need not consider yourself nervous because your heart jumps into your mouth if a child suddenly runs in front of the car and causes a serious emergency. So long as you do the right thing instantly—you are not nervous merely on account of that peculiar feeling.

And if you suffer from lack of sleep and your hands and arms have a vibrating or "all of a dither" feeling after driving, as though you were still on a humpy road—it is probable that the car is not what it ought to be from the standpoint of good suspension and easy steering. Unless you are "nervy" in ordinary non-motoring circumstances. If things are all as they should be, motoring should make you sleep better.

GASOLINE MAY BE RED.

The U. S. bureau of mines has suggested to oil refiners to colour gasoline red, to guard its being mistaken for water, kerosene or other colourless liquid products. A study of the hazards of this fuel resulted in this suggestion.

REMOVAL OF CARBON.

A scraper, putty-knife, or an old case-knife are the best tools to use for removing carbon in the cylinders. If the head is not removable have the carbon removed by the oxygen process. Do not use wood alcohol, kerosene, or any other liquid or solid chemical. They all do more harm than good. If oxygen is used, have the valves ground as soon as the carbon is burned out. The correct adjustment of tappets is quite as important in the case of a new car as with one that has seen several seasons of service.

BY MOTOR BOAT ACROSS ATLANTIC.



The motor boat "Carrie," 12 feet long with a three-foot beam, and built entirely of steel, in which Wm. Oldham, its designer, of Warrington, England, will seek to cross the Atlantic Ocean in 40 days. He planned such a trip several years ago but was forbidden to start by the Mayor of Liverpool.

FRENCH IDEAS FOLLOWED.

ENGLISH EXHIBITION SHOWS INFLUENCE.

A keen observer of motor car matters in England during and following the recent Olympia Show in London is forced, to the conclusion that our automobile manufacturers have seen the wisdom and necessity of adopting many of the mechanical ideas which the French makers have endorsed so enthusiastically and courageously, writes C. S. Biss in "Vanity Fair." In this, we do not differ materially from America. Both of us are unquestionably coming to the universal use of four-wheel brakes. The Olympia Show revealed that twenty of our manufacturers have followed the lead of France and have installed four-wheel brakes on one or all of their models. Included in this list are manufacturers of some of the oldest and most expensive English cars, among which might be mentioned Rolls-Royce, Lanchester, Daimler, Crossley, Vauxhall and Sunbeam.

The Olympia show was infinitely more an international exposition than the Paris Salon. One was struck by the great number of complete cars displayed as compared with bare chassis. The larger becomes the circle of automobile owners, the smaller becomes the proportion of mechanically-minded enthusiasts. Another interesting feature of motoring in England has been the first general introduction to the public of balloon or comfort tyres. The impetus for this growing movement, both in England and France, has, unquestionably, come from America, although the Michelin Company is making the greatest strides in the matter on the Continent. Just now, in England, balloon tyres are the subject of controversy among motorists. If they accomplish what their makers claim, their future is assured. All prices are down.

EIGHT CYLINDER ENGINES.

Eight-cylinder engines seem to be losing ground in England. While four cylinder engines far outnumber all others, the small six-cylinder machine is making considerable progress, supplementing the large sixes already on the market. I am a little surprised that the small six is not in greater evidence, and can only attribute it to the desire to keep prices as low as possible for the greatest output.

What must strike Americans as curious and apparently unbusiness-like, is the wide range of models of various powers offered by individual manufacturers. The Daimler and the Birmingham Small Arms Company, which are financially related and combined, are the largest producers of sleeve valve engines in England, if not in Europe, between them market fifty-seven different models.

Lanchester has added a smaller model to the already well-known 40 h.p. type, namely, a 21 h.p. six-cylinder machine with overhead valves and front wheel gear box and right hand controls, in place of the epicyclic gears which have been a famous feature of every model this little firm has produced.

TESTED BY GOVERNMENT.



Engineers of the American Bureau of Standards recently put a car through all sorts of tests to find ways for improvement and to check up on new inventions, new methods and other new ideas. This is one of the test cars used by the bureau. It is rigged up with instruments for measuring wind resistance, fuel consumption, oil use, and other details of motoring.

CLEANING OF SPARK PLUG.

The proper way to clean spark plugs is to take them apart and get all the black, carbonized oil and dirt away from the junction of metal and porcelain. The porcelain must not be roughened

with sandpaper or a file, as this makes it more likely than before to accumulate carbon. The points should be brightened with emery cloth and the rest of the plug treated with gasoline and a brush.



DOES YOUR CAR SUFFER from INDIGESTION?

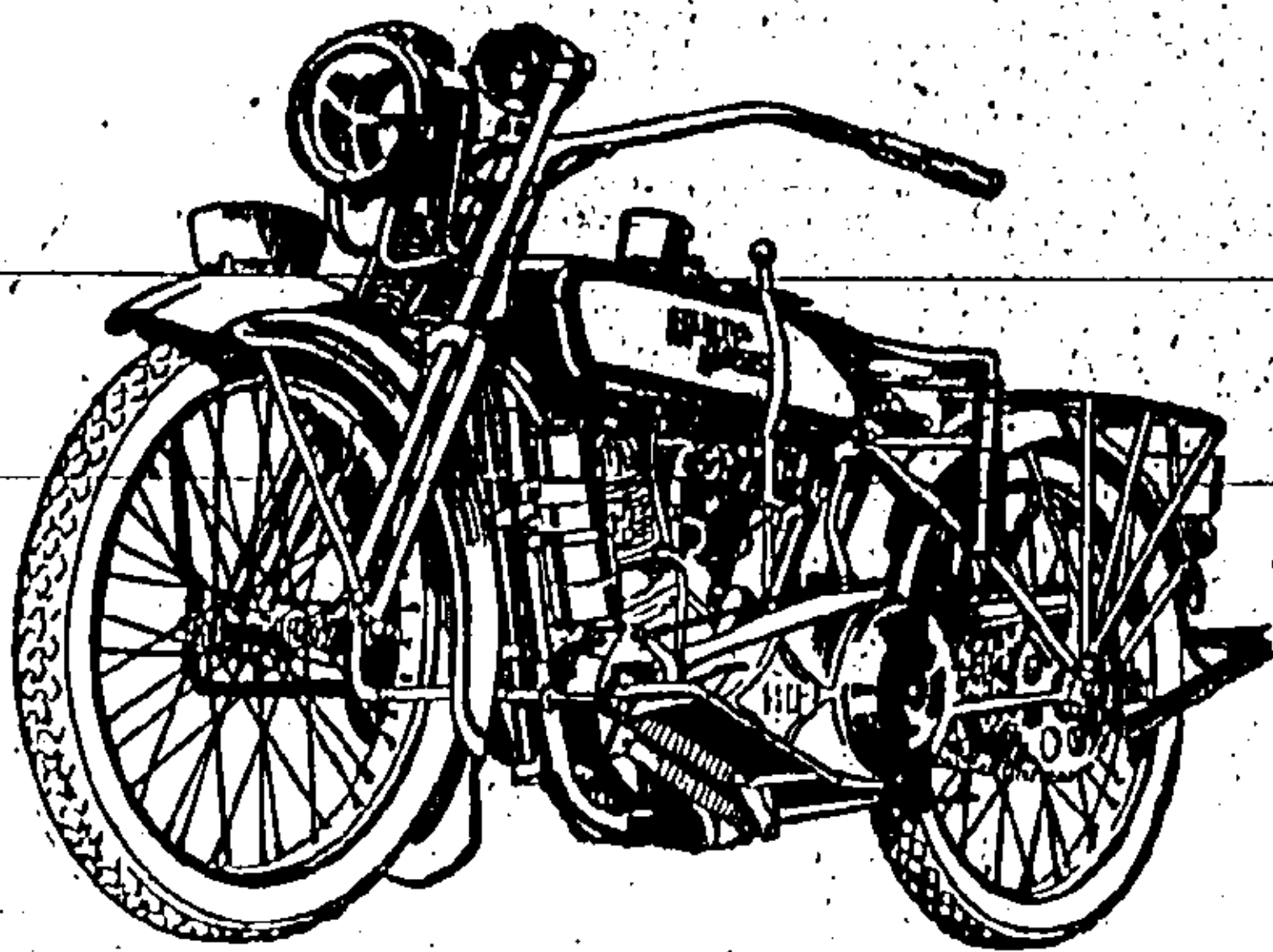
Whether your engine stutters and licks down on you occasion ally, or whether the case correctly and effect a cure.

Our staff of expert mechanics takes just as much interest in your car as would the medicos if you personally were laid up for repairs.

THE DRAGON MOTOR CAR CO., LTD.

Export and Constant European Supervision.
Telephone C.3950. A. J. Allison, Service Manager.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY.
SHEWAN TOMES & CO.
 Sole Agents, Tel. C. 781.

THE FAMOUS B.S.A.

B.S.A. MOTOR CYCLES, generally admitted to be the finest value-for-money machines now on the market, have met with a greater demand than ever this season.

The range has been extended, detail improvements have been incorporated on all models, and the B.S.A. reputation for service and reliability has been greatly enhanced by the results of reliability trials, and the experiences of thousands of private owners, during the past season in the British Isles, on the Continent, and in every part of the world where motor cycling is in vogue.

We shall be pleased to show you models of these famous machines.

Prices from **\$475.00**

Take the lift to the 4th. floor.

SINCERE'S

Sole Agents for the famous B.S.A. Cycles.



A NEW SHIPMENT OF "SERIES 3" NERACAR.

THE LATEST MODEL.

AN A.I. PERFECT MACHINE.

It was "Series 3" Neracars that won 1st, 2nd, 3rd, and team prizes in the National **SIX DAYS** Trial; that won the run from Reading to Pittsburg and return, Pennsylvania State Championship, and won the Pennsylvania State **24 Hour** Endurance Trials and the Reliability and Endurance Tests in Holland and Italy. All mountainous routes.

A dandy, little machine, capable of **BIG PERFORMANCES**. Keeps rider clean. Simple, easy to handle. 200 miles for **\$1.00** of fuel. Rides all seasons, any weather.

FREE DEMONSTRATION—SOLD ON EASY TERMS.

DE SOUSA & CO., LTD.

Sole Distributors for South China.

[Tel. No. C.1564.]

China Building, 7th Floor.

U.S. ROADS.

Nearly \$2,000,000 will be expended within the next year by the U.S. Department of Agriculture for the construction and improvement of highways running through and adjacent to the national forests of the country.

The result is expected to be a greater increase in motoring through these wonder spots for tourists and a greater interest in the national parks and other reservations of the west.

More than 250 miles of new roads will be constructed, and several more miles of completed highway will be improved by resurfacing, widening or regrading.

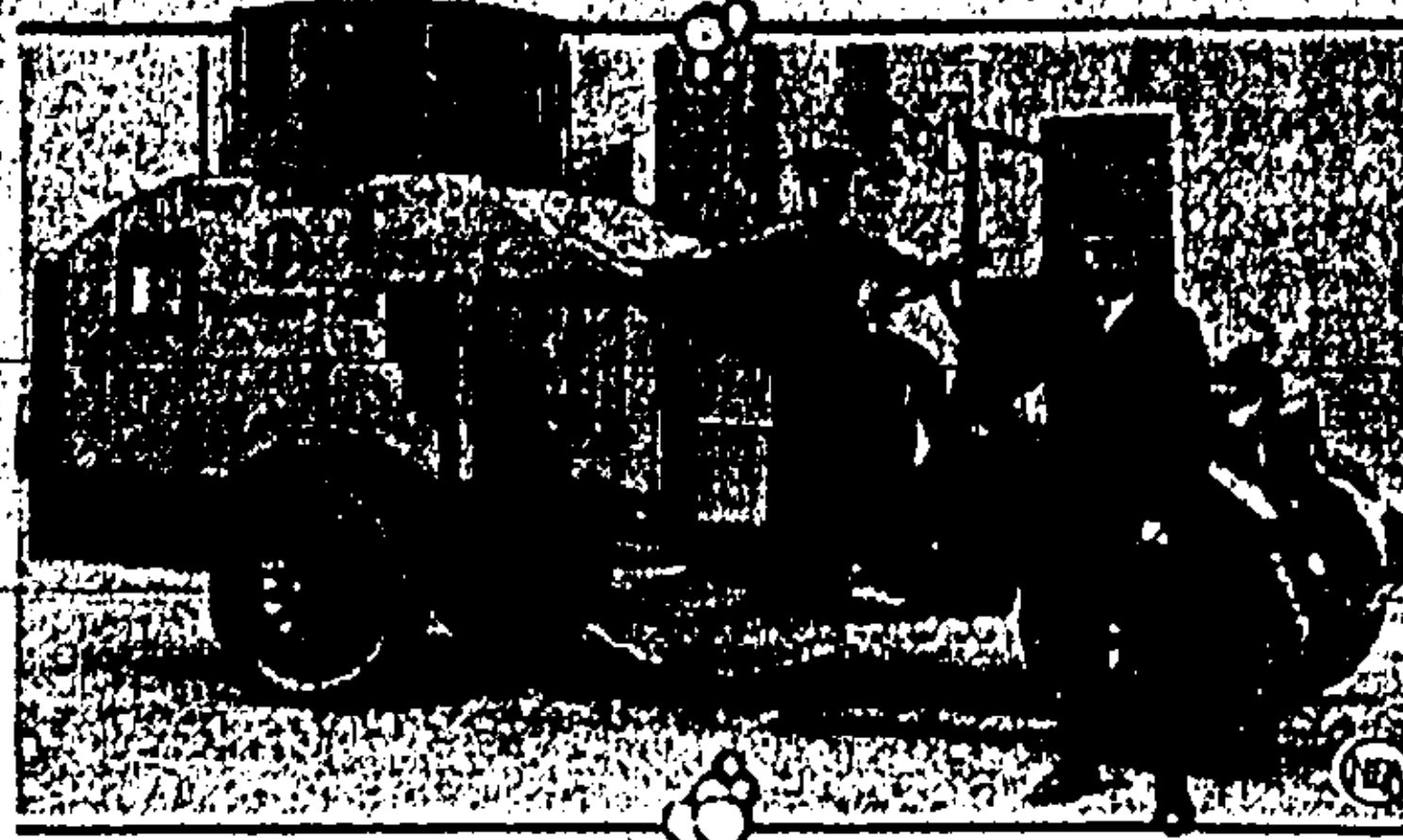
ROAD COSTS HIGH

Connecticut spent more than \$1,400,000 above the fees it received from auto owners in 1923, for highway construction and maintenance. And contracts are on for further improvements.

With the addition of state funds, the money spent for better roads in the national forest areas will run well up toward the three million mark.

The states in which federal funds will be used for this purpose, include Arizona, New Mexico, Nevada, Idaho, Utah, Minnesota, Montana and Colorado, and the territory of Alaska.

PROTECTING THE PAY ROLL.



Three strongly armored cars in Kansas City are being equipped to save money and securities from bank robbers.

The bank cars are equipped with a steel chain attached to the steel money box and winding on a winch. Whenever the box is taken, even inside a bank, the chain secures it to the armored car. If robbers happen to hold up the messenger, all he does is drop the money box and the chain is pulled into the car with the box of valuables. The chain is strong enough to resist cutting except with an acetylene torch.

Above is shown one of the armored cars with safety chain in use.

HAPPY CROWD OF YOUNGSTERS.



Here is shown a happy crowd of New York slum children being given a treat by a kindly taxi-cab driver.

COMPULSORY INSURANCE.

AS VIEWED IN AMERICA.

Compulsory liability insurance by motorists will soon have its hearing in America.

By next year it will be one of the major issues before 42 of the state legislatures, say members of the Motor Vehicle Conference Committee in New York.

It has already been considered by a majority of the state legislatures, but so far has met with little success. Nineteen states, however, have met it part way. They require bonds or liability insurance from truck and bus owners.

What has brought on the fight for compulsory liability insurance for all motorists has been the ever-increasing accident and death rate, while, at the same time, not more than one-third of the automobile owners in the United States carry liability insurance.

Irresponsibility of two-thirds of the drivers in this country is the great cause behind the present drive for this form of insurance.

HITS POCKETBOOK.

Against it is an overwhelming majority of auto manufacturers and dealers who fear a drop in the purchase of automobiles by the elimination of those who can't afford to pay insurance premiums in addition to installments on their cars.

And from the automobile clubs representing the car owners comes the protest: "Why should 90 per cent. of the auto owners who are careful drivers, pay for the damages incurred by the remaining 10 per cent. who are irresponsible and reckless?"

Although these are probably the chief reasons behind the drive against this form of insurance, because they hit the pocketbook, several other objections are put forward. These are:

NOT RIGHT METHOD.

Compulsory insurance will increase accidents be-

cause it will tend to make drivers more careless.

2. Drivers would be more careful if none were permitted to carry insurance, or if they had to assume at least part of the loss.

3. The best way to reduce accidents is to strictly enforce the existing traffic regulations.

4. Cost of such insurance will add \$450,000,000 annually to the cost of operating motor vehicles in the United States.

5. "The amount of uncompensated loss for which this expense would be entailed is unknown and should be determined before undertaking compulsory insurance."

6. There is no assurance that the rates will be kept at a minimum.

FOR THE PLAN.

Against these objections are the following reasons for compulsory liability insurance.

1. It will reduce accidents by making drivers more careful.

2. It will insure compensation for injury to persons or damages to property from car owners otherwise irresponsible.

3. It will insure compensation to dependents for injuries to or death of the chief means of support, from car owners who are judgment proof.

4. The cost of such insurance would not be a burden on car owners, because it would be kept at a minimum by the state under-taking such insurance.

Unproven arguments from both sides, make this an extremely debatable subject among legislators. And even if they do agree on the need of such insurance, there is liability of another break on the form that insurance should take, whether state or private or both.

"MOTOTERIA" STORE.

A Detroit chain grocery store firm has established one of its chain stores on wheels. It is called a "Mototeria" and is manned by a clerk, who is cashier and driver as well. It is the first store to go to the housewife.

THORNYCROFT

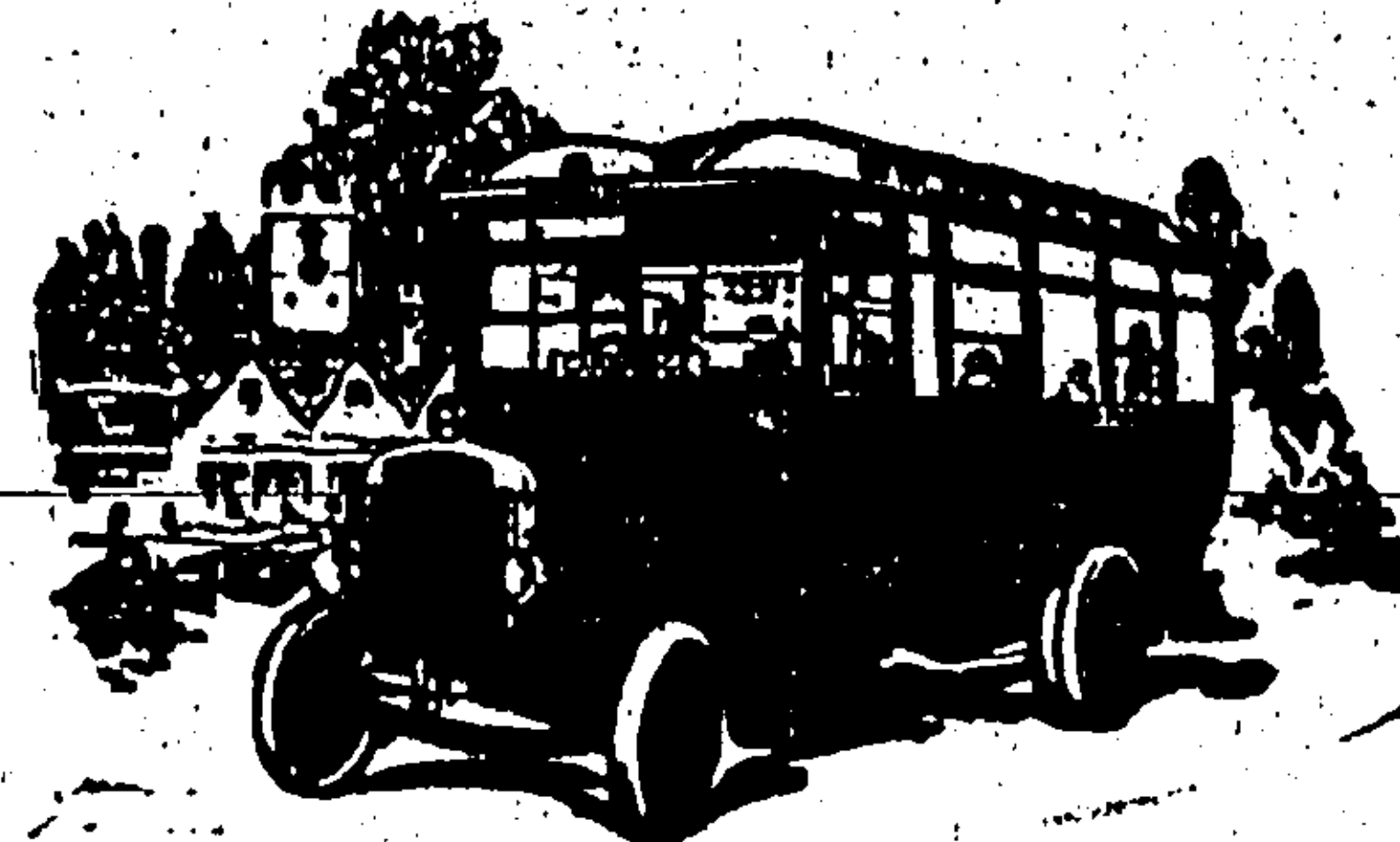
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SPECIAL DODGE BROTHERS MOTOR CARS IN FOUR TYPES

Four special types have recently been added to Dodge Brothers standard line of motor cars—A Touring Car, a Roadster, a Type-A Sedan, and a 4-Passenger Coupe.

These types have been created for that substantial group of motorists who favor individuality in motor car appointment and design.

In fundamental construction they are identical with Dodge Brothers standard product. Their accentuated smartness, however, is strikingly obvious in many elaborations of equipment and refinements of detail.

Special 6-ply, balloon-type tyres, nickel-trimmed radiator shell on touring car and roadster (optional on closed types) front and rear bumpers, motorator with look, special blue leather upholstery (for touring car and roadster special body striping, rear view mirror, automatic windshield wiper, scuff plates, cowl lights and steel disc wheels constitute the more important items of special equipment.

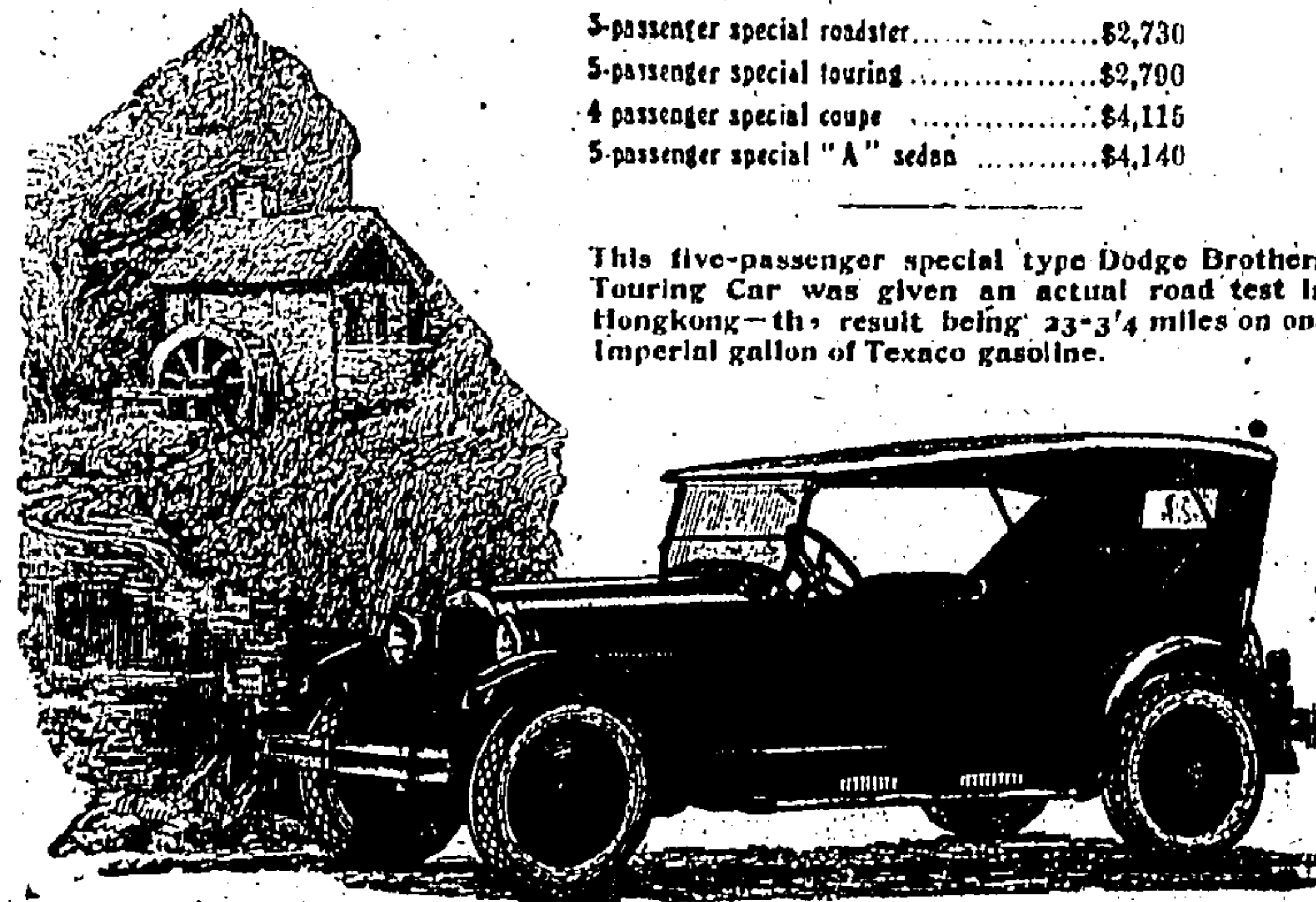
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3-passenger special roadster.....	\$2,730
5-passenger special touring.....	\$2,700
4-passenger special coupe.....	\$4,115
5-passenger special "A" sedan.....	\$4,140

This five-passenger special type Dodge Brothers Touring Car was given an actual road test in Hongkong—the result being 23-3/4 miles on one imperial gallon of Texaco gasoline.



BETTER AUTO FUEL.

Recent tests of a benzol fluid temperatures of the crankcase, oil and radiator, they found that the benzol fluid they used was the coolest of all with which they had experimented.

According to the experiments, benzol gas runs cooler in an engine than gasoline. Excessive heat, they point out, has a tendency to break down motor oil and retard proper lubrication.

After checking up on temperatures of the crankcase, oil and radiator, they found that the benzol fluid they used was the coolest of all with which they had experimented.

The tests also revealed more benzol gas runs cooler in an engine than gasoline. Excessive heat, they point out, has a tendency to break down motor oil and retard proper lubrication.

In fact, the experimenters say, benzol creates a soft carbon, which easily blows out by way of the exhaust.

A form of benzol fuel is being sold in Columbus, Dayton and surrounding sections of Ohio.

In the last 10 years American public invested over \$17,000,000,000 for motor vehicles.

A PAGE FOR THE KIDDIES.

SALESMAN SAM

Safety First—Says Sam

BY SWAN



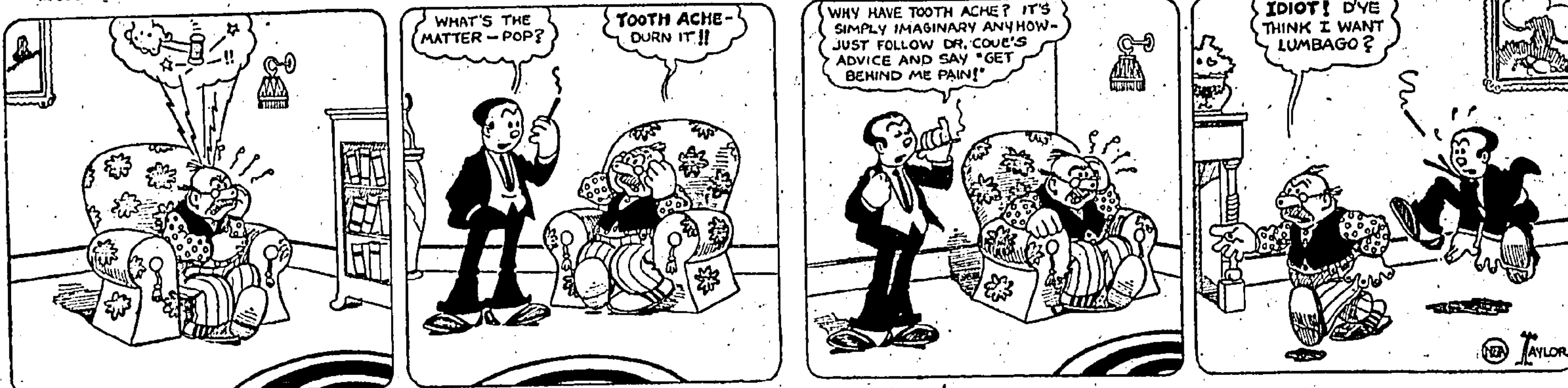
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MOM'N POP

Bad Enough as It Is

By Taylor



FUNNY STORIES.

GENERAL RULE.

She was most anxious to find out where her husband was so she rang up a club to which he belonged.
"Is my husband there?" she asked the hall porter.
"No, madam."
"But I haven't even told you my name," said the astonished lady.
"That's all right, madam," said the discreet porter. "No-body's husband is over here."—*Northern Daily Telegraph.*

THESE PROFESSORS!

She—I wonder if you remember me? Years ago you asked me to marry you.
Absent-Minded Professor—Ah, yes; and did you?—*Judge.*

ALL WRONG.

Wife—You seem worried, dear. Did anything go wrong at the bank today?
Bank President—Yes, the cashier.—*Judge.*

SAFE THAT WAY.

The canny Scot was not quite sure whether business might not keep him away from his evening meal.
"Jennie, ma girl," said he to his wife as he left home in the morning, "if I'm no able to be home I'll ring ye up at six precisely. Dinna tak' the receiver off, and then I'll no ha'e to pit in ma two-pence."—*Hatijaz Daily Courier.*

FULL EXPLANATION.

Doctor—My treatment is doing you good. You are looking much better today.
Fair Patient—Oh, I always look much better in this hat!—*Tit-Bits.*

IN ANY METROPOLIS.

She—Bob told me he's driven his car 110,000 miles this year.
He—Probably trying to find a place to park.—*Life.*

A DISADVANTAGE.

Mother—What's the trouble, darling?
Betty—Those ch-children want to play cannibal, and I'm the f-f-fattest one in the whole crowd.—*Life.*

LETTER OF THE LAW.

"Oh, I say, officer, you ought to censor that girl's bathing suit!"
"Bathing suit? What are you talking about? I don't see no bathing suit!"—*Judge.*

A CHANCE, ANYHOW.

He—Darling, we may have to wait a year.
She—Never mind! We may not love each other then.—*Boston Transcript.*

BOOTS AND HER BUDDIES

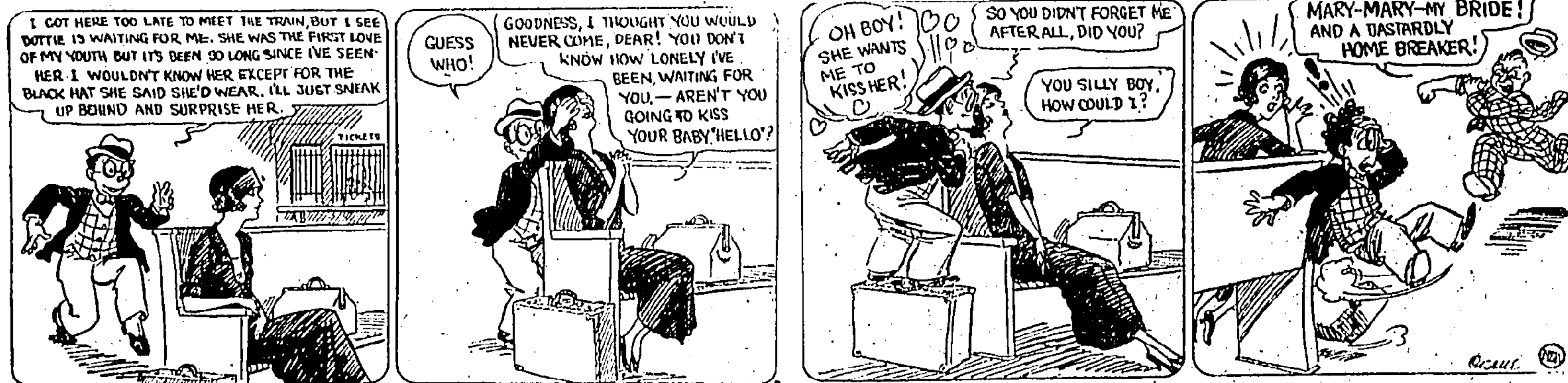
An Expression of Thought

By Martin



WASHINGTON TUBBS II

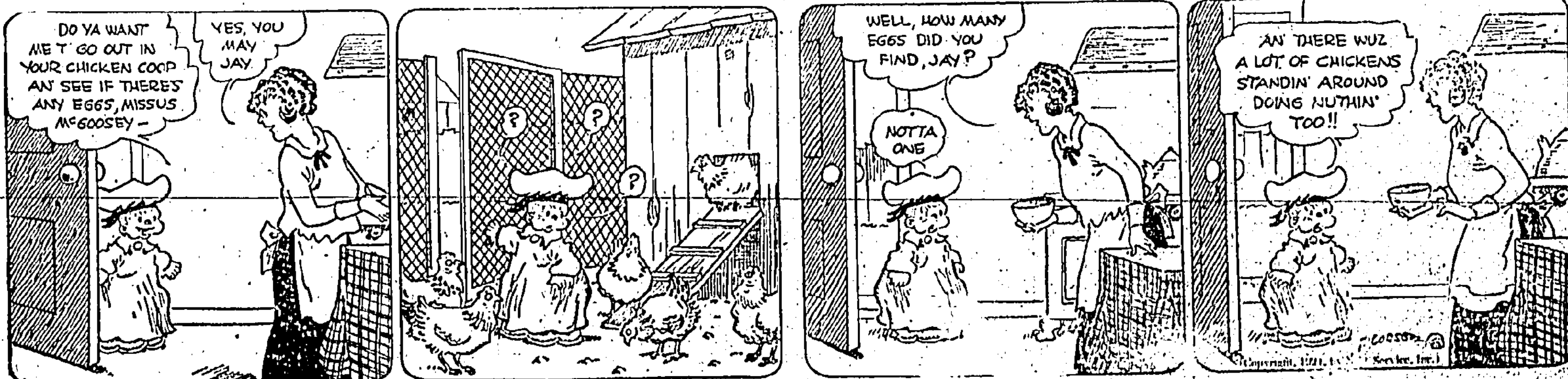
By Crane



FRECKLES AND HIS FRIENDS

Lazy Chickens

BY BLOSSER



LOOK AT
"THIS WEEK'S RECIPE"
WHICH IS
GIVEN BELOW

WOMEN'S INTERESTS

IT'S
BEST MADE WITH
NESTLES
REAL CREAM



Strikingly distinctive are these two modes favoured at present. Both, it will be noticed are sleeveless, and the sheath gown is of white georgette, artistically trimmed with knots of black moire ribbon. The scarf, which hangs over both shoulders should be worn shorter on the left side. The crinoline gown is never complete without a parasol.

CONVERSATION COURTESY.

Conversation is often but a pastime—a game if you will. The pity is that the rules are not observed as they are in other games. Courtesy is often lacking from conversation, and people who would not be guilty of rudeness in other matters frequently forget their manners while talking. The laws that govern, or should govern, conversation are of course, unwritten. But we all know them, and we like the people who keep them. To give the conversation a sudden wrench away from a subject which is interesting your companions is bad manners.

But many people do this repeatedly, and quite light-heartedly, and seem never to care whether the conclusion of any matter under discussion is reached or not. They will turn from the significant to the trivial in a way that is distinctly irritating to those who wanted to hear the word that should clinch the argument, to say nothing of the chagrin of the speaker who meant to say that word.

Talk should not be subjected to constant interruptions. It is not fair to get your friend launched on her life's aims or her last love affair, and then nudge her elbow to make her notice someone's hat or listen to a joke that you have just remembered. Mothers of small children and

FASHIONABLE SEWING.

A charming trimming for children's frocks is a picture of a baby chicken. The body of the fluffy chicken is made of a half pompon of yellow wool, the head and feet are cut from felt or cloth, and are applied with buttonhole stitches, while the eye is embroidered in a simple outline stitch, and the thin little legs are made with a line of chain stitching.

The devoted housekeeper in France embroiders the hems of her sheets. Perhaps the hem is simply finished with a line of hemstitching, perhaps this widens itself to make a wide line of elaborate openwork embroidery. Sheets are scalloped, worked with a pattern of flowers and leaves in French embroidery and outline stitching, and the final touch is added with an edging of heavy valenciennes lace, which makes a pretty frill at the scalloped edge.

owners of pet dogs will cut short the most enthralling revolutions to demand a word of praise for their spoilt darlings.

It may be pointed out that if we waited to let some talkers finish we should never get anything said at all. The only rule that meets this case is never to let such people begin.

YOUR DOG IN THE HOT WEATHER.

Generally speaking, your dog is in better health in the winter than during the hot days. For that reason he needs a little extra care and attention both to his person and his food during the dog days.

Let him lie in a shady part of the garden during the heat of the day, though he must not be tied up. The best modern opinion is absolutely opposed to the practice of chaining a dog, and it is certainly cruelty to do it in the hot weather, when the restriction results in the dog becoming short-tempered and snappy. If, by the way, it is ever absolutely imperative to chain a dog, do it this way. Put two strong stakes in the ground at a fair distance apart, and fix between them a taut rope or chain. Attaching the dog to his leash, slip the swivel of the other end over the rope, so that it slides easily. In this way the dog can move about up and down the extent of the rope, and has much more freedom than if the short leash were fixed. He should never be chained to a fixed object unless his leash has been fitted with one of the new stop-link kennel springs. It consists of an expansion spring, one end of which fixes to the kennel and the other to the end of the dog's lead. With this in use there is no possibility of the animal pulling up with a jerk and injuring his neck. Whenever he struggles the spring expands gradually.

Never give a dog his daily exercise in the heat of the day, rather take him out in the early morning or after sunset. Give him fresh air, fresh water, and save his meal till the evening, and he will weather the hot days in good temper and good health.

A dog needs a meat at all times, but the quantity should be cut if the day is very hot, and on occasions fish substituted. Raw meat at all times is bad for the animal, but particularly in the summer, when it makes the dog most unpleasant for human companionship by giving him bad breath, and a harsh and odorous coat.

If the dog is of the long-haired variety, pay special attention to his grooming. If the dead hair is allowed to remain, it irritates him and makes him hot and uncomfortable. A whalebone brush is splendid, but better still is a proper flexible wire brush with a rubber back. This takes out all the dead coat, at the same time acting as a friction brush and toning up skin and muscles.

The combination of emerald green and white is one that is seen frequently. It is nearly as popular as the combination of red and white.

FROM PARIS.

Short little circular capes appear in lieu of a jacket with some of the sports suits. In this case a blouse of plaid flannel or kascha is an important accessory to the costume. It will be long and will descend well on to the hips outside the skirt, as most of our suit blouses do to-day. It is a great relief to be rid of belts which are supposed to cover the junction of skirt and blouse and which never do.

Anklets cannot be said to be a general fashion in Paris just now but they may soon become one, for one of the smartest members of the aristocracy so is popularizing this fashion by wearing a thin gold bangle about her left ankle. Naturally, it attracts a great deal of attention in the street. Several of the smartest actresses have recently followed her example so that there was quite a mild display of anklets at the last couple of meetings at Longchamps.

NEW POWDER PUFFS.

Usefulness as well as novelty is displayed in the latest design in powder puffs. The swansdown is mounted on a perfectly flat, round glass lid and has a handle of fruit, flowers, or some other decoration, the pull being below the glass and the handle above.

They are generally in use with a new type of powder bowl in out glass and raised on a foot that makes them reminiscent of old-fashioned sugar basins. The utility of the new puff is apparent, however, when it is realised that the glass top makes it possible for any open bowl to be used as a powder receptacle, the puff itself forming a dustproof lid.

VERY SMART.



Quite slim and unbroken is the silhouette of this frock that is wise in its choice of ultra smart white. Pleated front panel and scarf collar emphasize the slimmest of lines. French ivory round buttons that flank a wide half belt are sole trimming.

PRETTY AMERICAN SONGSTRESS.



Miss Cady Hamilton, an American singer, has met with great success at Pauville and has been engaged for a season in Paris.

THIS WEEK RECIPE.

APRICOT TARTS WITH CREAM.

Some short pastry, a small tin of apricots, 2 oz. sugar, cream.

Roll some paste out thinly, cut into rounds, and line deep tartlet tins with them. Place in them some apricots, cut into pieces, a little sugar and syrup, and bake in a hot oven for 15 or 20 minutes. Allow to cool, then pile a little cream (whipped) on each.

NO MIDDLE WAY.

Bags, must either be very small or very large. At dances women are carrying bead or brocade envelope bags, so small that they can be hidden in the hand, and yet in the afternoons the same women may have enormous bead bags, as large as an old-fashioned workbag.

One who nearly always uses a big handbag is Gladys Cooper, who is so busy a woman of affairs that the ordinary pretty trifle is useless for the papers she has to carry about. She has some very beautiful large mounts, and often has a bag made on one of these to match her dress.

DESIGNS FOR THE MATURE WOMAN.

Dressing is a fine art in France, and dressing the older woman is one of the problems with which the Paris dressmaker deals so successfully.

Given the fact that straight lines are the rule of to-day's smartness, the question of designs for the mature woman must be solved by adding the drapery necessary to create an effect of slenderness, while keeping away from any overornateness, and preserving that vertical line as the dominant one in the drapery. Thus the gowns for the mature woman start with the sheath slip. On this sheath the softening, slenderizing draperies will be placed. On this at a rather high hip line is placed a pleated tunic which encircles the figure completely and falls to within two inches of the hem of the slip. The tunic is left open down the front so that the 'underslip' appears in a long, inverted V. The neckline is V-shaped and finished with a collar of white organdi and lace, soft and flattering in its effect. The sleeves reach to just above the elbow, and are finished with organdi and lace cuffs, which show the elbows and forearms, which are one of the charms, often more pronounced in the mature woman than in her young daughter.

Often no more than a tunic is needed to make the lines of a gown flattering to the older woman for be it said to their credit, the French women never grow actually stout. They take care of their figures as they do of their hands and their complexions, and the effort thus expended is certainly worth their while. A sheath dress is adapted to the more mature figure by adding two floating panels. These two panels are gathered and attached at the low hip line one each side, and give that little extra embellishment which adds dignity.

PARIS NOTES.

A novel fan is of red and gray feathers mounted on large tortoise shell sticks.

The printed chiffon and flowered crepe dresses of this season have inserts of pleating so that though they keep to the straight line they have all the width necessary.

Novelty shoes, of slipper shape with an inch-wide strap across the instep, in natural-colour lizard, are worn with a square bag to match.

Slave bracelets come with links in differently finished gold and with sapphires of emeralds interspersed between.

A buckle of brilliants is the only trimming on the very smartest hats and gowns that are developed in the fashionable black satin.

TO-DAY'S BEAUTY NOTE.

If you use vanishing cream, which most women do, you must often have noticed, especially in warm weather, that it becomes dry, and when applied to the face gives the skin a very sticky feeling. If before applying your cream, you add two or three drops, not more, of rose water to it you will find that it will be much easier to apply and will not give the skin that sticky look which still vanishing cream so often does. And, if after applying vanishing cream, and before you use your powder puff, you will rub the face over with a soft chamois leather your complexion will not only look much smoother and softer, but it will 'hold' the powder much better.

STRAIGHT BACK.



A perfectly straight plain back and a front unrelaxed save for a circular flounce for this model create the general effect of sophisticated simplicity that is so much desired now. The neckline armholes are close and plain. The material is white crepe de Chine.

TO KEEP BOBBED TRESSES IN ORDER.



The cap affair is of silk veiling of rather large mesh, the edge knitted for front bandeau and an elastic in back with which it is adjusted. Elasticity woven silk in Roman strip makes the wide bandeau which snaps very efficiently with a clip. The linen vestie has slits to hold one's tie in place.



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Light and medium weight
Stockings in shades of Grey
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Colours
\$3.00 \$4.50 per pair

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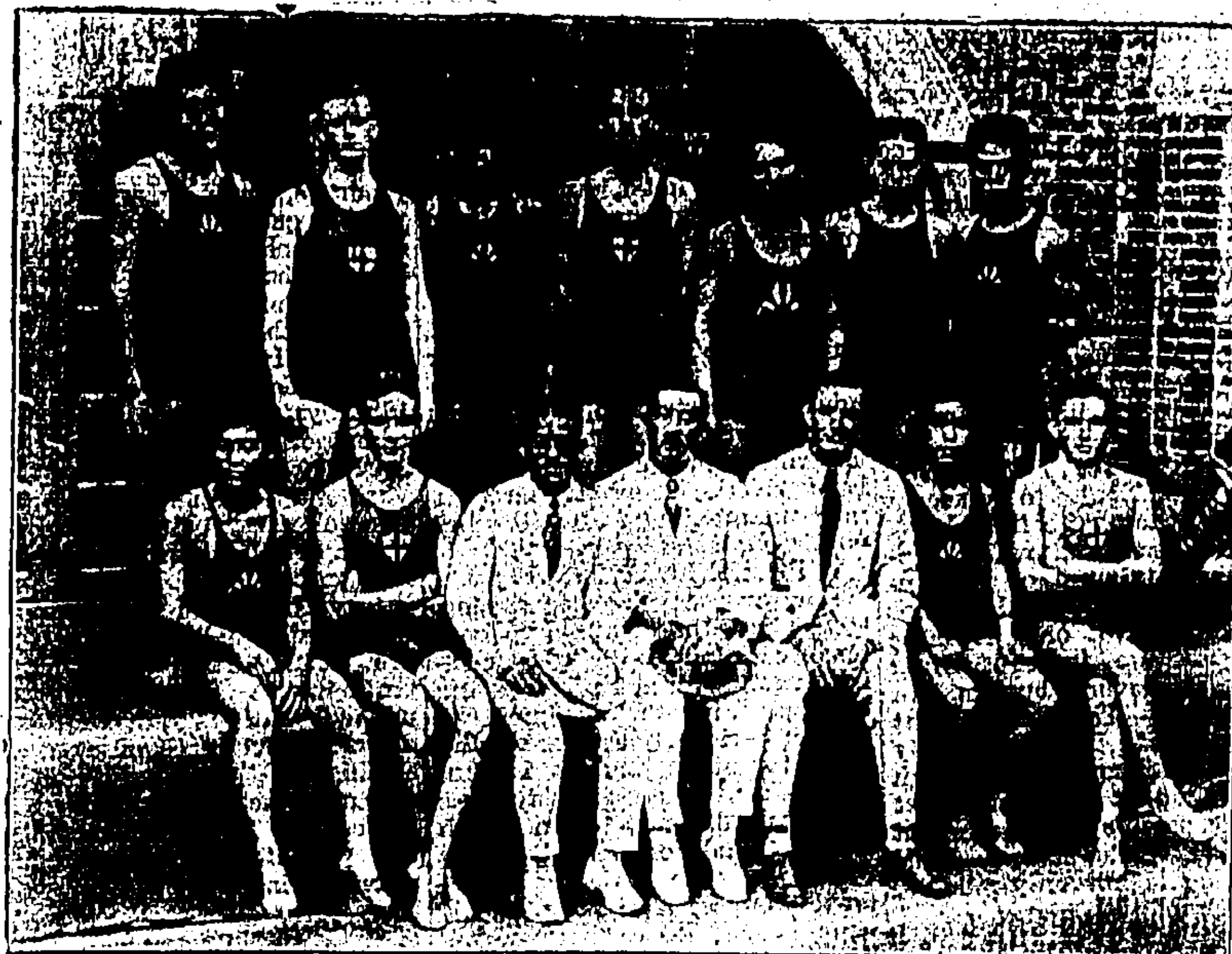
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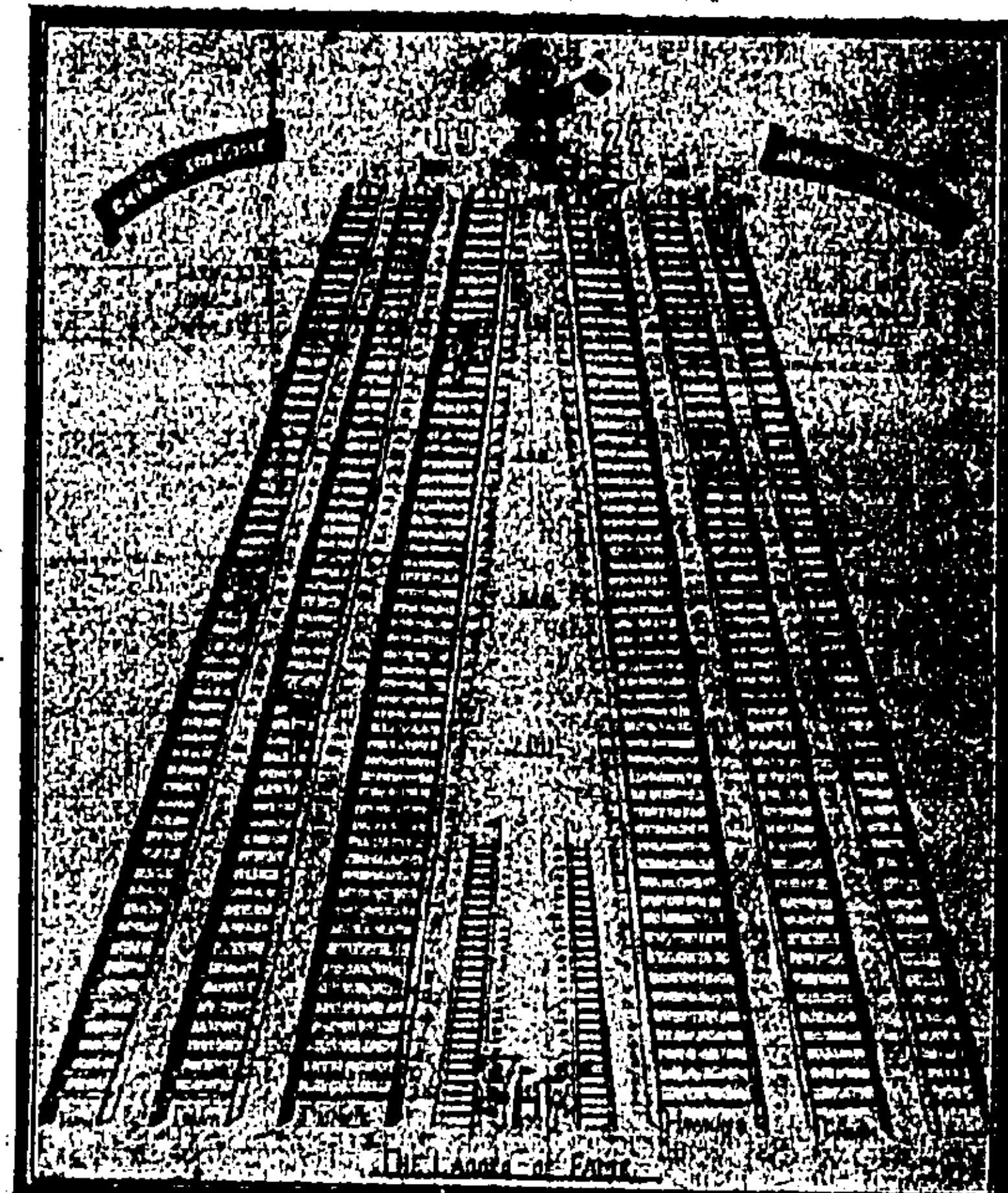
SHAMEEN STRIKERS RETURN.—Here are seen the Shameen strikers returning after the settlement of the dispute.



ANOTHER STRIKE PICTURE.—This photograph shows the Shameen strikers nearing the French Bridge on their return to work.



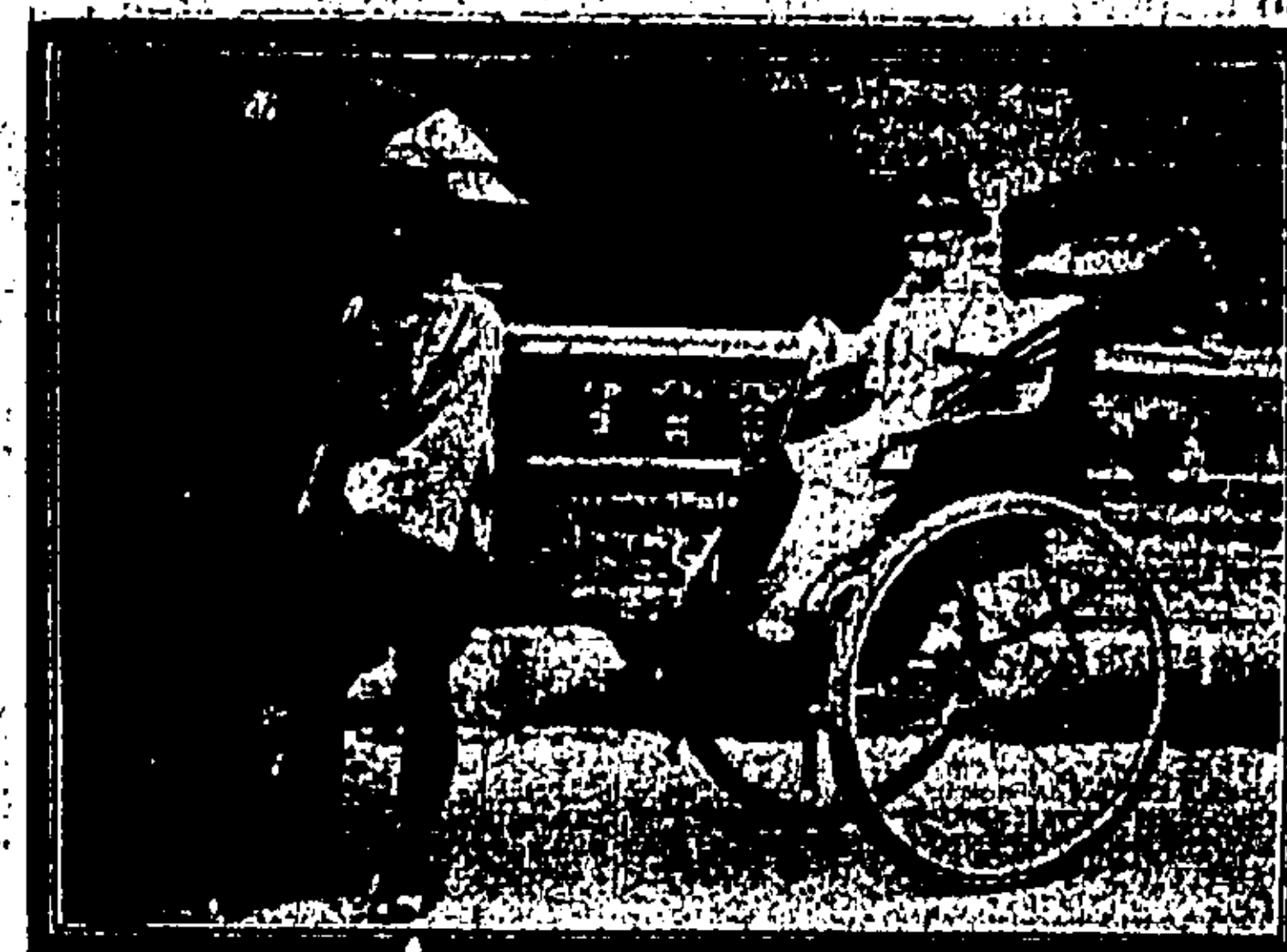
OLYMPIC SWIMMERS.—This group shows the Japanese Olympic swimmers together with local aquatic men, who met at the V.R.C. last Saturday. (Photo: Ming Yuen.)



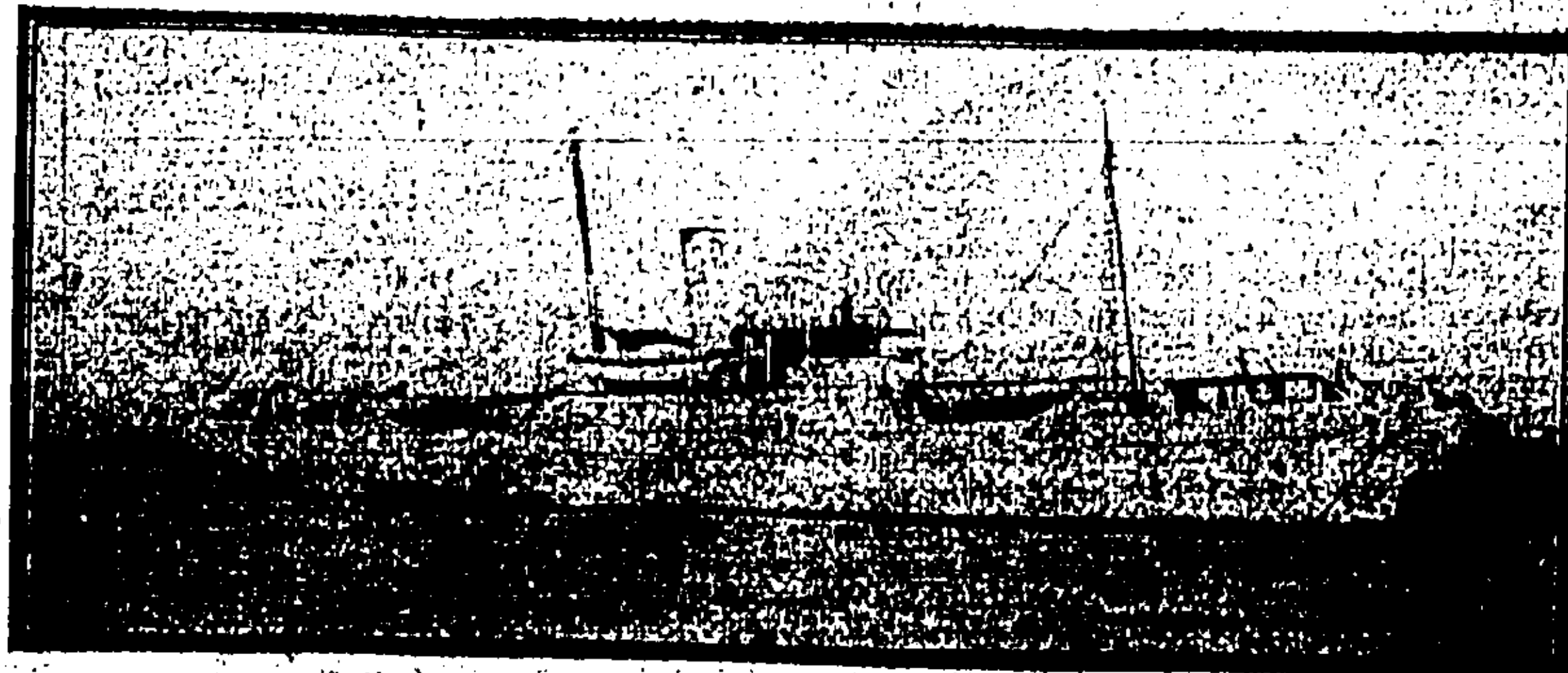
HOW REGATTA RESULTS ARE SHOWN.—The nine ships which were represented in the Wei Hai Wei Regatta last week were shown in graphic form on a chart by nine ladders. The sailor at the highest point is on the ladder marked "Hawkins."



REGATTA AT WEI HAI WEI.—Last week the annual regatta, held every summer at Wei Hai Wei, took place. Our picture shows H.M.S. Hawkins riding gracefully at anchor in the harbour. Members of her crew were most successful during the course of the day and carried off the Yokohama Cup for a grand aggregate of marks gained.



OLD SHANGHAI RESIDENT.—Mrs. M. M. Baldwin has a real claim to be one of the oldest residents of Shanghai. Sixty-one years ago, when General Gordon was leading his "Ever Victorious Army," Mrs. Baldwin came to Shanghai and during all these years she has only been home to England on one occasion. A few days ago Mrs. Baldwin celebrated her 84th birthday.



YACHT WITH A HISTORY.—The former royal yacht "Jacinta," now the "Eily," which was bought by Chinese interests some time ago, arrived in Shanghai recently from Tientsin. The yacht has an interesting history. Built in England, she was presented by Queen Victoria to the late King Alfonso of Spain as a wedding gift and used as his private yacht until, shortly after the Spanish-American War when she was sold to an American in Cuba. Later the ship was sold to an Englishman for private use. When the World War broke out she was taken over by the British Government, given the Norwegian Government, her name changed, and registered under the Norwegian flag for the purpose of running petrol gas to England. It was then that her luxurious staterooms and saloons were dismantled, and the pictures which adorned her walls put in a museum in Christiania. The craft was recently brought to Tientsin from Christiania with a cargo of dynamite which was confiscated and the vessel was then sold. She will now be used to carry passengers from Shanghai to Hankow.



MAH JONGG IN WATER.—When it got too hot to play mah jongg indoors, these Washington maidens carted a set out to Wardman Park pool.

AN ALPHABET OF HONGKONG



S IS THE SERVANT;
The world's best, no doubt,
Though he may wear your togs
When he has a night out!

MEXICAN OUTRAGE.

AMERICAN WOMAN MURDERED.

Mexico City, Aug. 29.

It is reported from Guadalajara that an American woman has been killed and her body mutilated by a band of robbers which attacked a party of tourists near San Marcos, in the State of Jalisco.—*Reuter's American Service.*

HOME CRICKET.

COUNTY MATCHES.

London, August 29.

Glamorgan vs. Levenson-Gower's eleven was drawn. Glamorgan scored 178, and Levenson-Gower's team compiled 60 for 1.

Sussex led over Lancashire on the first innings at Brighton. Lancashire scored 76, Tate taking 7 for 41, and then 208 for 7, declared. Sussex compiled 123, Parkin taking 7 for 67, and then 109 for 8, Parkin taking 6 for 48.

Kent led on the first innings over Warwick at Dover. Kent scored 350 (Seymour 103), Gnaife taking 5 for 26. Warwick scored 110, and 228 for 4 (Parsons 121).

POPULAR QUEEN.

BIRTHDAY HONOURED LOCALLY.



Queen Wilhelmina, the popular ruler of the Netherlands, will be forty-four years of age to-morrow. In honour of her birthday, the Dutch Consul General was "At Home" this forenoon, in his offices, and had a number of callers, including practically all the Hollanders resident in Hongkong.

Notts at Worcester led on the first innings over Worcestershire. The latter compiled 180, and 281. Notts scored 324, and 139 for 3.—*Reuter.*

TALKS ON NICODEMUS: II.

By the Rev. G. R. Lindsay, M. A.

"Jesus answered, Ye must be born again.—St. John 3, vii.

Nicodemus began the conversation with Christ diplomatically enough in the language of patronage. "Master, we know that Thou art a teacher come from God, for no man can do these miracles that Thou doest except God be with him." But Jesus, with unerring intuition, read him like an open book. Nicodemus was, we gather, going to ask "What must a man do to enter the Messiah's Kingdom?" but Jesus abruptly interrupted his questioning. He went to the real foundation of all the anxiety and thought in the questioner's heart. "You must be born again." He said, "a discussion on religion is useless, for you cannot even see the Kingdom till you are born again as a little child. There is a deeper change necessary than you imagine. You must become a new man."

If Jesus had said "Keep the law . . . pay tithes," Nicodemus was the type of man who would have agreed. But this teaching of "new birth" cut right across all his preconceived notions of religion.

Of course, "birth" is here the language of metaphor, metaphor that expresses in human terms the plain clear fact that nothing will suffice for sinful men but a total and complete moral and spiritual change within.

St. Paul, following his Master, uses the same idea, though with different terminology. This new birth is a change so radical that only the language of creation is adequate to describe it. It is God's answer to the cry of the human heart conscious of its need.

"O, for the man to arise in me
That the man I am may cease to be."

A man who is born again is a new creature in Christ Jesus. He is born as a little child, weak but trustful, into a family to grow day by day into the likeness of the Father upon whom he is utterly dependent. He is born into an abiding place where love reigns and not law, where men live to love God, and serve their fellows.

"You must be born again."
Nicodemus, I think, kenned the meaning well. The proselytes to Judaism were known as a new creation. But that he needed the experience was altogether new. The Great Master would not be moved however. Five times over in a few verses we get it—"born again."—till in His own convincing way He brought it home to that cultured man's soul, and Nicodemus was constrained to cry, "Yes, but how can such a thing be brought about?"

(To be continued.)

GAS FOR LIGHTING AND COOKING.

MODERN APPLIANCES IN HONGKONG.

Although we live in an age when labour-saving devices of every description are being constantly invented and improved upon for our convenience, there seems to be a strange lack of knowledge among many people of the rapid strides made in recent years in connection with coal gas appliances. This statement, of course, particularly applies to Hongkong, and in like measure to all countries overseas where similar domestic conditions exist. Beyond the knowledge that a gas cooker and geyser are household essentials, many folk are quite unaware that there are a thousand and one uses for gas today. And not only has the field of usage widened, but that there is as much difference between modern gas lighting and heating, when compared with but a few years ago, as between the proverbial "chalk and cheese."

During the week, a representative of the *Telegraph* was given an opportunity of inspecting, by night, the showrooms and works of the Hongkong and China Gas Company, Ltd., at West Point. The demonstration, so courteously given, was really educative and extremely interesting.

EXTERIOR LIGHTING.

The effectiveness of outside lighting can be seen through the medium of three of the latest type of inverted lamps, designed for the exterior illumination of shops and other buildings. For shops, especially, it would indeed be difficult to discover a better system, the light being beautifully soft and white, providing the maximum of illuminating power with a total absence of harshness. Not only is there such perfection in the actual lighting, however, but in the control also. The three lamps are operated simultaneously from one small control box which can be placed at any convenient spot, irrespective of the height or position of the lamps. Thus the lighting is not only reliable, but fool-proof.

DAINTY FITTINGS.

In regard to interior lighting, one is struck by the absence of the cumbersome brackets and pendants of the past. In their place have arrived the daintiest fittings. Beautifully designed brackets to which are attached graceful little globes, must appeal to most aesthetic taste, and the same remark applies to the many styles of suspension lighting, direct or indirect. For office lighting, there are even arrangements which entirely neutralise the effect of vibration. The matter of control has here also been revolutionised, it being possible now for the modern-equipped house to have all gas fixtures operated from a simple switch on the wall. Thus the convenience of electricity, from this point of view, has been applied to gas.

In the matter of cooking and heating, gas is pre-eminent, and the simplicity, convenience and economy places it in an unassailable position of popularity.

"SMOOTH-TOP" COOKERS.

The Company recently imported a shipment of cookers similar in construction and operation to those installed at Messrs. Lyon's restaurants at Wembley. These are known as the "Smooth-top," and it is sufficient testimony to their excellence to state that, within three days, the whole shipment had been sold to local residents. Another large shipment has been ordered for demonstration purposes, and may at present be seen at the bazaar in aid of the Flood Relief Fund at West Point and later at Messrs. Lane, Crawford, Ltd.

What particularly attracts attention regarding this cooker is the absence of bars usually associated with gas cookers—the hot plate being "Smooth-top"—but what perhaps is the most surprising feature is a small button, which, upon being pressed, brings into action any desired section of the hotplate. Thus the danger of "flashes" upon applying a match in the more primitive manner is entirely eliminated.

Perfection of cooking is assured in the "New World" cooker by a special valve-regulator which may be set to certain points according to a chart, thus rendering it impossible for the pastry, joint or pudding to be spoiled by either excessive or inadequate heat.

There are many different styles suitable for the small house or

DAIRY FARM NEWS

FISH

Shipments just arrived

Canadian Salmon	- -	60 cents per lb.
Haddock	- -	60 " "
Kippers	- -	50 " "
Fillets	- -	55 " "

The Dairy Farm, Ice & Cold Storage Co., Ltd.

the largest hotel, and here it might be mentioned that a large number of leading hotels in England and on the Continent have now adopted gas for all culinary and hot water service systems. In regard to the latter, hot water is assured in any part of the house in constant supply, the gas being automatically controlled according to the amount of water being used. There is, therefore, no wastage in gas, whilst hot water is constantly available.

A POINT FOR PEAKITES.
For ordinary house heating, stoves may be obtained to conform with any style of furnishing, particular attention having been paid by the designers to correct period styles. A worthy point to note is that it is contended that houses in which gas is installed, keep in a much drier condition in humid climates such as we experience here in Hongkong. This should especially appeal to Peak dwellers.

In the review, it is impossible for us to deal with every phase of gas facilities, but we feel sure that residents who have not yet visited either the showroom at Messrs. Lane, Crawford's or, better still, the larger exhibition at the Company's own showrooms at West Point, will be as agreeably surprised as we were.

In conclusion, a word should be said on the question of street lighting. The fact that the whole of the Amusement Park at Wembley is lighted by gas,—and that it is one of the most brilliant corners of the Exhibition by night—is convincing evidence of the great value of this illuminant for public purposes. Some districts in the Colony where there is a paucity of public lighting would be greatly improved by the installation of gas.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

In Praise of Portugal.

Sir,—I would very much appreciate the publication of the following letter, which is inspired by your information to the public regarding the screening of the Portuguese film "FIDALGOS DA CASA MOURISCA," inserted in your issue dated 25th inst. I desire to inform the public and to controvert the statement that this is "the first Portuguese drama ever made."

There are at present five companies in Portugal engaged in making Portuguese romances, and their initial activities dates as far back as 1916. The film mentioned is also extracted from a Portuguese romance, which has been translated in different languages, mainly of Latin countries.

In the present moving pictures activities, nearly twenty reviews of this specialty may be counted. The Portuguese films have found a splendid market in France, Italy, Spain, Brazil, Argentina, Portuguese Africa and some of the other Latin-American Republics, where Portuguese literature and poetry are widely known and appreciated, as well as in Germany and Russia.

It is not surprising to learn that very little is known out here in China about the Portuguese "silent art," as practically nothing is known about the other Portuguese

products, such as wines which rival in quality and price the best of the whole world. The same may be said about music. Whilst on this subject, it will be interesting to recall that the first prize of the Madrid International Operatic Competition was won, in May, 1924, by the famous Portuguese composer and maestro, Ruy Coelho. The latest papers from Paris are loud in their appreciation of the Portuguese singer Maria dos Prazeres, who won the first prize of the Paris Conservatory Exhibition in June last. The greatest colists in the world are Pablo Casals and Mme. Guilhermina Suggia, and the musical world is still at a loss to discern which of them possesses the highest "technique" or has attained the highest degree of perfection. The public of London vibrates with enthusiasm after hearing Mme. Suggia, with her accompanist, an ex-professor of the London Conservatory of Music.

In aviation, in art, in industry, in everything, Portugal is on the same level of civilisation and culture as any of the most advanced countries in the world, only it is a pity that our culture out here in China should be limited to an appreciation of convenience.

Yours, etc.
H. MACHADO.
Hongkong, Aug. 29th, 1924.

The "May Rodents."

Sir,—Ever since I had to give up my May Road season ticket, I have been amusing myself by going up to the Peak every morning to see the poor Peakites shut out of the 8.47 a.m. tram. Do you think your excellent paper would be prepared to run a sweepstake on the number of Peakites shut out every morning for the benefit of the poor May Rodents?

Sometimes we run great risks in going up to the Peak; for example, this morning, one well-known and popular Government official and a well-known Myrmidon of the Law were allowed to stand in the tram on the way up from Barker Road to the Upper Terminus.

I suppose the Peak Tramway have made enough out of the May Rodents to pay any fines for overcrowding.

Enclosing my card, I beg to remain.
Yours etc.,
PRO BONO PUBLICO.
(For the Bones of the Public.)
Hongkong, Aug. 20th, 1924.

LAST CHANCE TO SEE

"ITCHING PALMS"

-FINAL SHOW TODAY
DON'T MISS IT!

COMMENCING WEDNESDAY
NEXT

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IN GAS CONSUMPTION AND

UPKEEP.

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Fannie Hurst's beautiful story of a boy's genius and a mother's love.

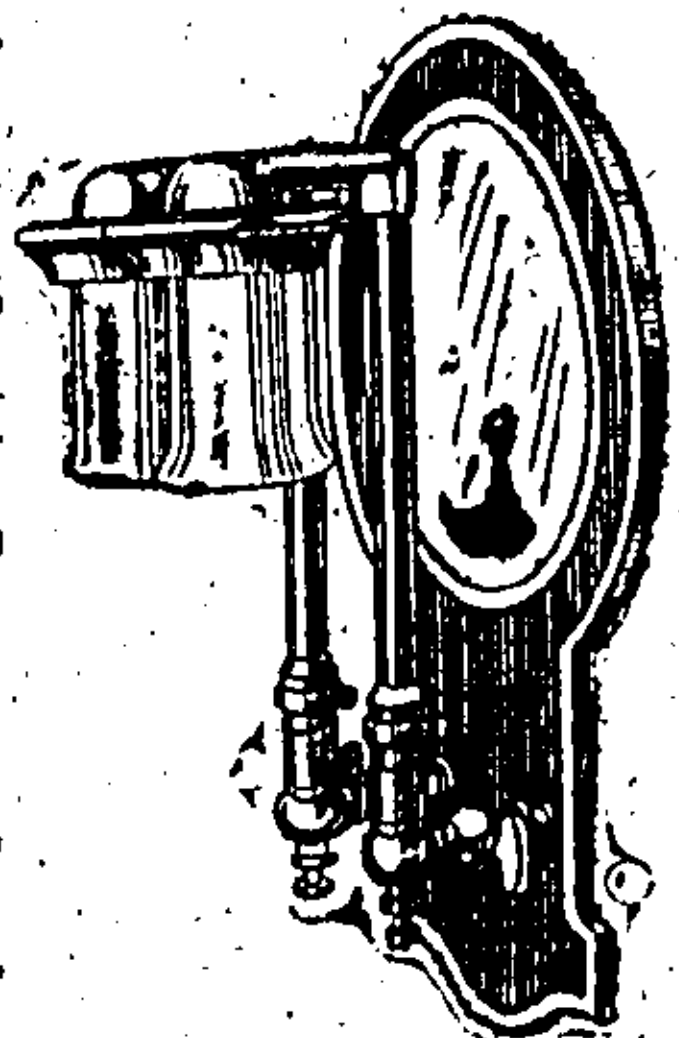
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Commencing Monday, September, 1st.

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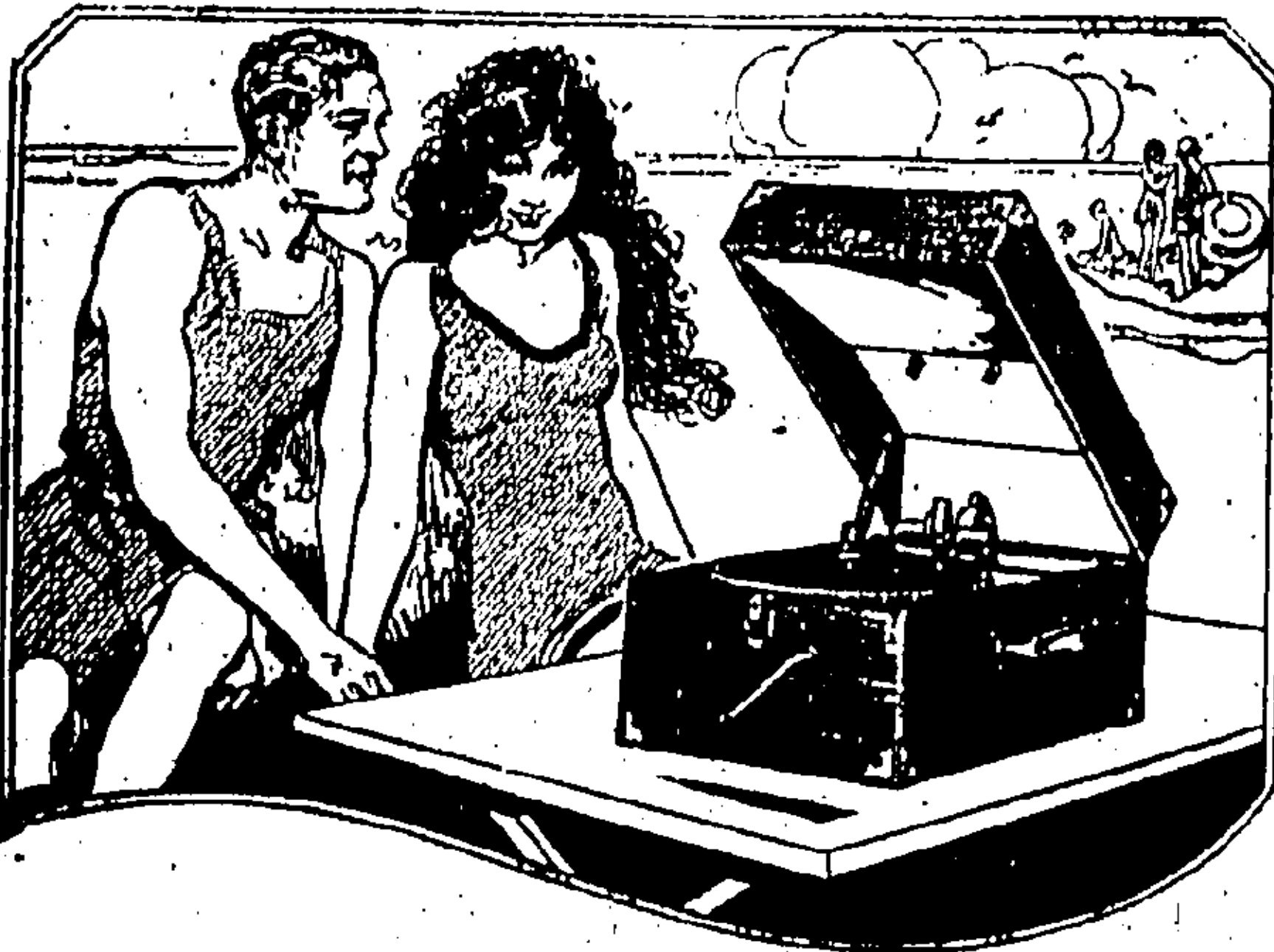
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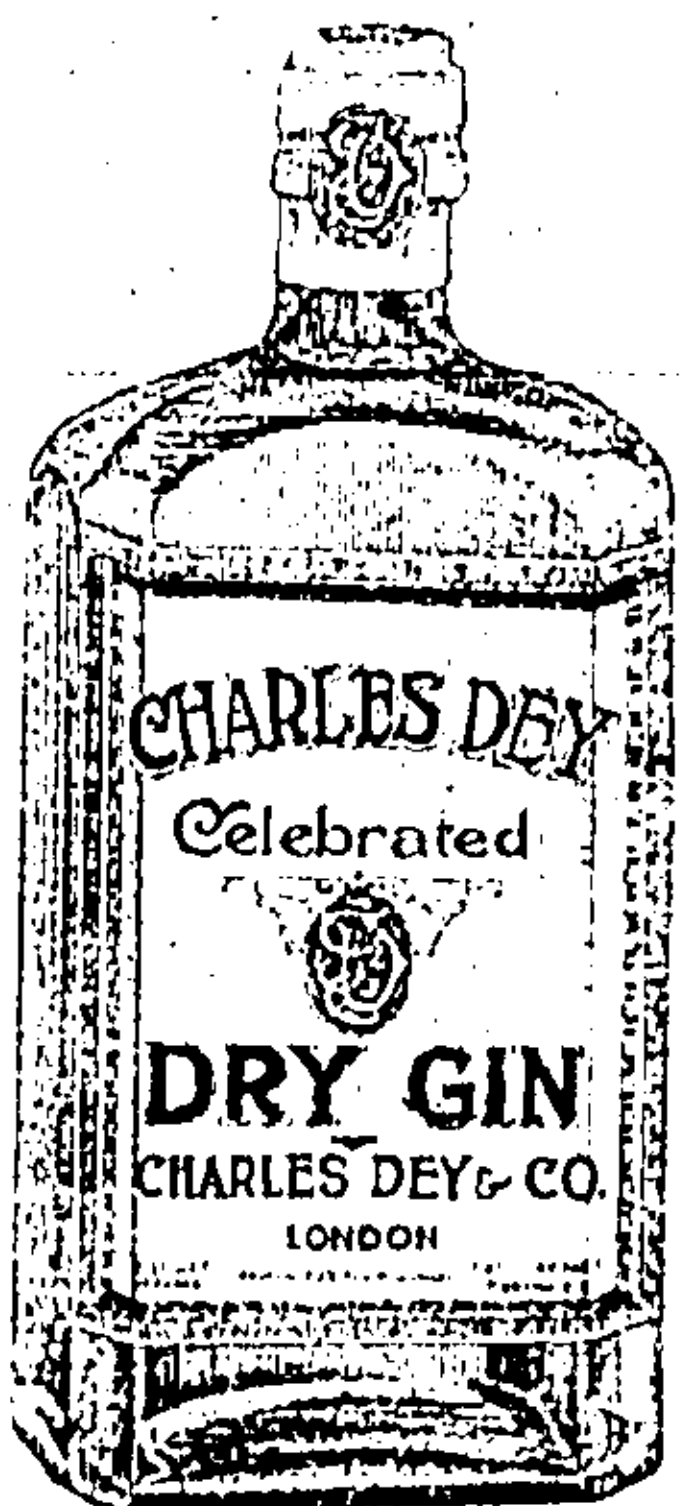
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BIRTH.

PIERCY—On 29th August, in
England to Mr. and Mrs. A.
Piercy, a daughter.

The Telegraph.

HONGKONG, 30th Aug., 1924.

KOWLOON MEMBER NEEDED.

Kowloon has in recent years
loomed large in debates at the
Legislative Council meetings. In
this respect, Thursday's meeting
was no exception of the rule, and
we were favourably struck with
His Excellency's suggestion of
the possible formation of a
Sanitary Board to deal specifically
with questions affecting Kow-
loon and the New Territories.
That, we think, would be a step
in the right direction. But we
are more concerned at the mo-
ment with the question of re-
presentation of Kowloon on our
local Legislature. The need for
that has become increasingly
apparent during the past few
years, and as the growth of the
peninsula proceeds apace it be-
comes more pertinent still.

We do not, of course, overlook
the fact that Kowloon now has
a very active and progressive
Residents' Association which
has been able to render much
help to the community and
whose advice is fully appreciated
by the Government. But that is
not enough. It appears to us
imperative that there should be
at the Council table at least one
member whose business it would
be to watch Kowloon interests
and who would be able to speak
with knowledge on questions
which concern those who reside
on the other side of the harbour.
Of the European Unofficials who
occupy a seat on the Council,
two are nominated by His Ex-
cellency the Governor. They are,
we realise, at all times willing
to take up Kowloon matters
which call for attention, but,
however anxious they may be
to serve, the fact remains that
at best they deal with Kow-
loon questions at second-hand.
How much more satisfactory
would it be to have as the re-
cognised representative of Kow-
loon a man who knows the
locality and is fully acquainted
with its needs? The putting of
this proposal into effect would
not necessarily involve any con-
stitutional changes; all that
would be required would be for
His Excellency when nominating
Unofficials members to make it
a practice of including at least

one Kowloon resident cognisant
with the affairs of the peninsula.
We respectfully put forward
that suggestion in the hope that
it may bear good fruit.

Incidentally, we should much
like to see this matter taken up
by the Kowloon Residents'
Association, for we feel that re-
presentations on the subject from
this body would receive the
sympathetic consideration of the
Government. In the objects of
this Association, there appears
the following:—(c) To consider
and, as may from time to time
appear needful, approach the
Government with a view to
obtaining adequate representa-
tion of those districts on the
Legislature. We are not aware
that that object has ever been
expressed by the Association, de-
spite the fact that Kowloon has
not only no "adequate" repre-
sentation, but has none at all.
Constitutional reform still ap-
pears very much up in the air,
but, as we have stated, there is no
need to wait for any revision of
our Constitution, to effect the
change which we now advocate.
We feel sure that His Excellency
will perceive the reasonableness
and the necessity for a Kowloon
member on the Legislative
Council, especially since he has
always shown an anxiety to
listen to advice from those com-
petent to give it.

Strikes.

The strikers, like the poor, are
always with us. The trades seem
to operate in cycles—at Home
we have railwaymen following
miners, next come transport
workers, then somebody else, and
so on. There is not a single call-
ing that has formed a union
which has not at least con-
templated a strike unless higher
wages and better conditions be
obtained. Only some of the pro-
fessions are out of the reckoning,
with the result that they are, pro-
portionately, among the lowest-
paid for their talents. We read
the other day how technically
qualified engineers were gradually
finding themselves, along with
some University Professors,
among the great underpaid. But
in the course of social, and
political, evolution, we might
yet find these classes of workers
striking for more. The porters
of Covent Garden, and the build-
ers, are now giving trouble at
Home. The former appear to
have done themselves more harm
than good, owing to successful
measures to do without them:
the latter are doing the country
a great deal of harm by holding
up building at a time when
houses are urgently needed. The
worst feature of strikes is the
tendency for a periodical agita-
tion. One might well ask whether
the world is faced now with an
illustration of infinity—the
infinity of strikes. Out here,
year after year, the same prob-
lems have to be tackled. It is
disquietening, to say the very
least.

Sympathy.

There is a great deal of cor-
respondence now going on about
the Indian chauffeur who killed
his wife, was tried by a local
jury and found guilty of murder,
and sentenced to death. None of
these writers of "letters to the
Editor" has suggested that the
man's fate is deserved; all have
ploded for his life to be spared.
It is an instance of that sympathy
which we feel for anyone in
trouble who has some slight point
in his favour. It is usually
where the death sentence
is involved that we find this
outpouring of the milk
of human kindness. It is
a study for the psychologist.
Probably it is an intensified form
of that kindness which prompts
the numerous offers of marriage
that beset "the lady in the case."
Human nature is wonderful—and
beautiful—in some of its man-
ifestations; but, without neces-
sarily pointing to the local affair,
we would note how elusive is the
line of distinction between
genuine sympathy and mere
sentiment. It is perhaps as
slight as the borderline divid-
ing genius from madness. There-
fore, one has constantly to be
on guard when confronted by
problems of this nature. Of late
years, there has been a greater
tendency to contest capital
punishment. Apparently it is a

DAY BY DAY.

WISDOM IS THE HEALTH OF
THE SOUL.—Victor Hugo.

To-morrow is the 45th birthday
of the Emperor of Japan.

Prof. Danenberg will resume
his Piano Lessons in October.—
Advt.

Tenders are being invited for
the construction of sewers and
storm-water drains at Kowloon
Tong.

The President Grant, which
was due at Manila about dusk
last Sunday, arrived after seven
o'clock on Monday morning,
after encountering bad weather
left in the wake of the recent
typhoon.

One year and twelve days since
the disastrous typhoon of last
year, the *Quetzal* to-day an-
nounces that the Loong Sang,
wrecked on that occasion, has
been entirely broken up and
removed.

His Excellency the Governor
has been pleased to recognise,
provisionally and pending instruc-
tions from the Secretary of State
for the Colonies, Mr. Lynn
Winterdale Franklin as a Consul
of the United States of America
in Hongkong.

Mr. Liu Chen-hua, who
graduated in the University of
Hongkong in 1918, has been
appointed President of the
Polyang University, Tientsin.
Mr. Liu Chen Hua took the 1st
Class Honours Degree, B. Sc.
(Engineering).

The Cape D'Aguiar wireless
station yesterday intercepted the
following message from the
Karachi Maru:—"A danger to
navigation, a log length about 30
feet long and about six feet in
diameter, is floating in Latitude
23.40 N, Longitude 117.43 E."

The Empress of Australia
sailed from Yokohama last
Saturday afternoon for Vancoo-
ver. This vessel is taking
forward the first class passengers
of the Admiral Liner President
Jackson, which had to put back
to Yokohama on account of boiler
trouble.

The report of the Hongkong
Realty and Trust Co., Ltd., for
the fifteen months ended June
30th shows that the profit on
Working Account is \$13,787.91,
whilst the net profit shown on
Profit and Loss Account is
\$617.86, which the Directors pro-
pose to carry forward.

The Harbour Office notifies
that two special typhoon
moorings are now ready for use
in the Harbour and four others
will shortly become available.
Early application by ships
requiring should be made to the
Harbour Office of these buoys in
case of typhoon weather.

An enthusiastic welcome was
accorded "Her Sacrifice," a
special new picture of modern
Chinese life, which opened at the
Queen's Theatre yesterday. It
will be screened to-day at 2.30 and
7.15 and to-morrow at 7.15 only.
For the 5.15 and 9.15 shows to-
day and the 6 and 9.15 perform-
ances to-morrow, there will be
put on "The Judgment of the
Storm," a picture full of life in-
terest and diversified amusement
in which Lucille Rickson and
Lloyd Hughes give excellent
portrayals.

Appearing at the Central
Magistracy, before Mr. R. E.
Lindsay to-day, Mr. C. A. S. Russ
applied for leniency for a client,
an old boatwoman, charged with
possession of 200 taels of raw
opium. He said that the aged
couple with their young son
depended on the boat as the only
means of livelihood, and on this
account, asked that the vessel
should not be confiscated.
Revenue Officer Grimmett told
the Court that there was evidence
of a much larger quantity than
that seized as furnished by a
number of empty sacks. A fine
of \$3,000, or nine months, was
inflicted, the confiscation of the
boat being not asked for.

dawning revelation of feeling
against the doctrine of a life for
a life and our advancing civiliza-
tion, by weakening the ability to
face the rough passages of our
existence, might be giving to the
quality of mercy a greater
significance than it has ever
enjoyed.

Bulls and Inners

From the Office Butts.

There is no truth in the rumour
that, in intelligent anticipation of
the Hon. the Colonial Secretary
being invited to tour the States
with his troupe of performing
sleazebags and other domestic
animals, the Unofficials are petitioning
the Government to appoint Mr.
George Robey to "act" in his
stead.

A man at Talkoo hasn't spoken
to another man in Kowloon for
several months. The reason is
that their numbers are always
engaged.

On Sunday last a passing
Canton steamer set up quite a lot
of water on the beach at Castle
Peak, with the result that several
lady bathers very nearly got wet.

What between concerts and
mosquitoes, things are humming
in Kowloon just now.

Our idea of a strong-minded
bowler is one who never talks
about the weather.

Flattery is the praise we hear
bestowed on other folk.

We wonder if it never occurs to
a boy that he will some day know
as little as his father.

Talking of flies as domestic
pets reminds us that there is
nothing more ludicrous than the
spectacle of an elephant on-
deavouring to appear kittenish.

After reading last Thursday's
debate we should imagine that
the Director of Public Works
will be afraid of his job.

This scripture correspondence
reminds us that on any subject
there is always more ignorance
than intelligence.

The worst of a fountain pen is
when it acts that way.

Playing poker is easier than
playing a saxophone, but much
more expensive.

Trouble with some of our young
blobs is that after they have
sown their wild oats they expect
some woman to help gather them.

Most people who are glad to
meet you in this Colony have
something they want to sell.

There is no truth in the rumour
that Lieut. J. B. Ross has under-
taken to raise recruits for the
Canton Merchant Volunteer Corps.
Up there they're afraid of being
killed.

Hongkong robbers are learning
that the law helps those who help
themselves.

The only local flowers that don't
fade quickly are our blooming
idiots.

There is no truth in the rumour
that the Director of the Botanical
and Forestry Department has
arranged to give a series of
lectures to his Upper Levels staff
on "The Painless Removal of
Superfluous Growths from Side-
walks."

"Lady and the Snake," says a
local newspaper heading. Couldn't
have been a lounge lizard, because
that species never attains six feet.

"English family, just arrived,
requires convenient house with
garden at once, or good bungalow
by seashore," reads a local
advertisement. They forgot to
add, "within easy distance of
London."

Isn't it strange how temptation
picks on married men in Hong-
kong?

The school of experience stays
open all night—especially in
Shanghai.

The faster a rumour travels
in Hongkong, the wilder it grows.

Some Hongkong nuts who
boast of having been Public
School boys should remember
that it's common-sense that
makes a college education
valuable.

Shanghai folk think Hongkong
dead because there's nowhere to
go where you shouldn't.

This Country Club of ours out
Shakko way reminds us that
classy people must pay for the
atmosphere which they them-
selves produce.

Don't think hard of the fellow
who gets up in the middle of a
theatrical picture and leaves the theatre. He
might only be walking in his
sleep.

From these coroners' inquests
we gather that some pedestrians
don't make very good shock
absorbers.

Beauty Hint: A hair on the
head is worth six on the comb.

The world may be a stage, but
that's no reason why Hongkong
people shouldn't act naturally.

By telling your wife the truth
when you get home late, she'll
have no idea where you've been.

Hongkong's marriage season
will soon be here. Fools rush in
where wise men fear to wad.

Riding in second-hand cars
gives you more exercise than
walking.

"The Duke of Westminster left
the church after the coronation
with his first wife, Constance
Duchess of Westminster," reports
a Home paper. But the rest of
the concubines would be mad.

Coinciding with the rise of local
stocks, the fishing season has
now commenced.

We want to deport some of our
pirates to those countries who
complain of a surplus population.

In Hongkong history doesn't
repeat itself. The gossips see to
that.

There is no truth in the rumour
that the Hongkong Hotel has
placed the use of Mac's Cafeteria
at the disposal of the Scottish
volunteers for their mess.

(Mac Whirter denies that Scots-
men make a mess when eating.)

We believe, however, that the
Dairy Farm Company is con-
sidering the advisability of im-
porting a herd of blood stock
haggis.

Judging from their numbers,
local bathers believe that Noah
had more than two jelly-fish in
the Ark.

The best thing about sleep is
that it keeps some folk from
thinking about themselves
twenty-four hours a day.

Things in Kowloon seem to be
getting better every day and
worse every night.

A lot of this whisky we're
having just now is aged in the
wood, but the wood is provided
by the undertaker.

The Hon. Colonial Secretary
told us a lot about flies at Thurs-
day's Council meeting, but he
omitted to mention where they
go to in the winter-time.

All the same, there was quite a
lot of fly-blown oratory.

A long, long time ago, when we
were much younger, we were
ticked to death about the Govern-
ment's determination to build a
pier near the Central Market and
run ferries to Jordan Road, Kow-
loon.

Just when you feel cool enough
to work, it's time to go to bed.

Bananas are fine if you can
find a good one.

On the principle that you don't
ask the enemy how to win the
war, no woman takes another's
advice about frocks.

The raisin crop in America is
said to be so big that there are
not enough bottles to hold it all.

An American professor assures
us that Mars is uninhabited.
Thank heavens there's one place
where the gramophone is un-
known.

Divorce heading: "Tighe y
Tighe." Un-tighe at last.

The only resemblance between
some babies and their fathers
is that both can raise a racket.

What is needed is a water-
proof rouge so that some of our
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to hear but is import-
ant to beginners, who
will learn more rapid-
ly by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

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how bad they may be, whether hard or soft, or

what you have tried, believe this—"Gets-It"
will get your corns at once, and quickly you
can lift the corn right off the toe or foot, with
the finger. It ends callouses, the same simple
way. Millions use it. Money back guarantee.
Costs but a little over a penny. E. Lawrence
& Co., 211, E. Chicago, sold in this city by
all chemists.

FLOOD PROBLEM.

Afforestation the only Remedy.

The Tientsin correspondent of
the Daily News North-China
writes:

"It is impossible, as I have
said on several former occasions,
but I wish to repeat it again, to
lay too much stress upon the
enormous importance of reforesta-
tion," said Mr. D. Y. Lin, the
chief of the Agricultural and
Forestry Department of the Go-
vernment of Kiangchow Territory,
in an interview with the writer.
Mr. Lin's opinions were sought in
connection with the present flood
situation in North China, and
what he said was not only con-
vincing but is deserving of wide-
spread attention in this country.

"The deterioration of the various
rivers in China and specially of
those in Chihli province, would
never have reached its present
stage if deforestation had not
taken place. I say specially the
rivers in Chihli province because
they take their rise in the moun-
tains west of the Peking-Han-
kow line, which for a great part
consist of loess, a soil which is
easily carried away by the rain."
While in Tientsin during the
months of November and Decem-
ber 1917," said Mr. Lin, "I had
the opportunity of going through
the flooded sections of the city,
and it was a terrible sight, indeed.
The boatmen who took us around
through the flooded streets would
point out to us the highest marks
made by the flood water on the
different walls, and also tell us
that millions were rendered
homeless, that thousands had
perished, and that millions were
seen floating in the flooded area.
The country which was under
crop ready for the harvest was
then a great inland sea with
boats plying between points or
islands formed by rising ground.
The damage done to crops, and
houses, and the loss caused by
stoppage of trade, interruption of
railway traffic on the Peking-Han-
kow and Tientsin-Pukow rail-
ways ran into millions of
dollars." Here, Mr. Lin
emphasized the importance of
systematic afforestation. So
long as China pays no attention
to this important question, so
long will the country be not
immune from floods.

HOW FORESTS HELP.

Mr. Lin said that from their
relation to streamflow and soil
erosion, one could readily see the
relation of forests to floods. On
all denuded mountains, a heavy
rain is generally followed by the
formation of a system of gullies.
These gullies begin a short
distance below the divide and
then form lines of least resistance
to the passage of water. As these
gullies or furrows extend down
the slope, they join neighbouring
furrows and become rapidly
wider and deeper until large
gullies of many feet deep
are formed. Where hills are
thoroughly drained by a sys-
tem of gullies, the water
from a storm will sweep
down through them in a fraction
of the time that would be required
if it had to trickle down in a
thin sheet or amidst vegetable
obstacles. Now if the main
channel is unable to discharge
the influx of water as fast as it
rushes down, the result is a flood.

The high rate of run off, which
is characteristic of streams
arising from denuded hills and
mountains, enables them to carry
an enormous amount of silt and
boulders of extraordinary size.
The transporting power of water
varies as the sixth power of its
velocity, so that if the velocity
of a stream is increased ten times
for instance, its transporting
power is increased a million
times. This is why, in the case
of Chihli rivers, they speak of
stones and boulders of large sizes
carried down to the foot of
mountains, and of the enormous
quantity of silt brought down to
raise the beds that have already
been silted up.

"The problem of flood in
Chihli, therefore, is fundamen-
tally a forest problem," con-
tinued Mr. Lin. "A
systematic programme of re-
forestation will have to be carried
out before the problem of silt,
the problem of unrestrained run-
off of rainfall, and problem of reser-
voirs, of dikes and outlets can be
permanently solved."

Mr. Lin then quoted what
several authorities had to say in
reference to forests and floods.

SOME FACTS.

"The reasons why the forest
is able to check surface run-off
and save portions of it to the soil
are, he said, first, the trunks and
the underbrush in the forest
offer mechanical obstruction;
second, the litter of the forest
floor checks rapid surface drain-
age of the water and also acts as

a sponge; and third, the network
of deeply penetrated roots, living
and decayed, make the forest
soil more porous and permeable;
hence the water sinks into it
more readily. It is evident that
the ability of the forest to check
surface run-off is greatest when
the forest is dense and when the
ground beneath it is covered with
an unbroken leaf litter.

"Furthermore, it must be
borne in mind that when
water is precipitated from the
clouds, a portion of it is pre-
vented from reaching the ground
through interception by the
leaves, branches and trunks of
trees. This intercepted portion
varies according to the treespecies
and the density of the woods.
According to Bavarian investiga-
tions, it averages 23 per cent. of
the total rainfall. So after a rain,
we often find that water con-
tinues to drip from the leaves
and twigs for hours.

"It is impossible to lay too
much stress upon the enormous
importance of reforestation."

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The reversible steel floating
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completed and put to work.



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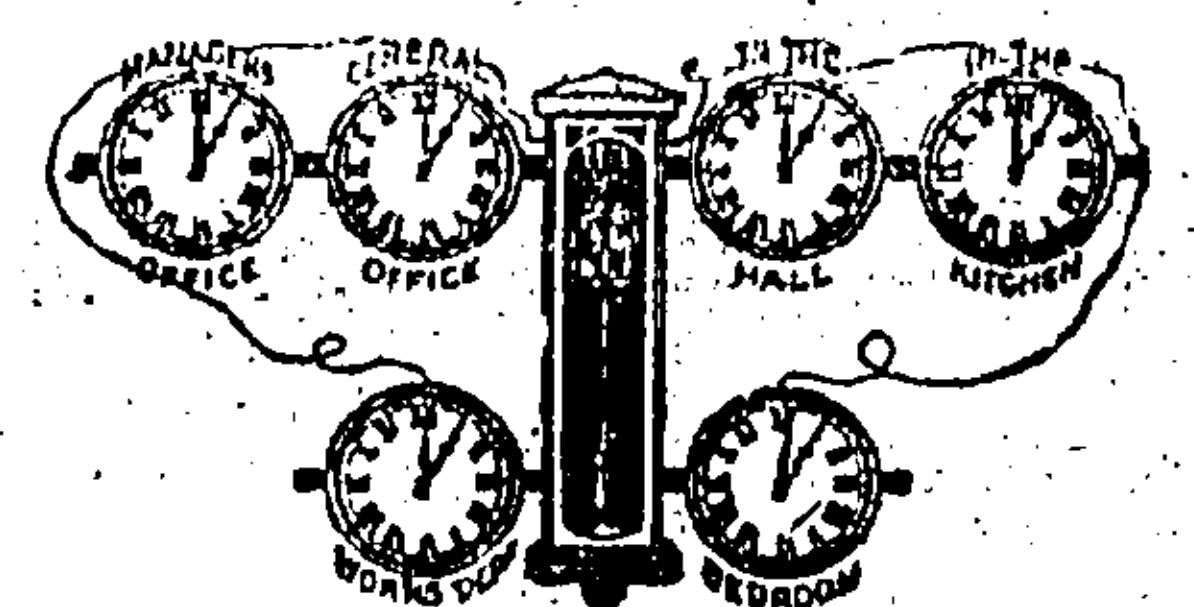
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RADIO NOTES AND NEWS.

The Imperial Wireless Scheme.

Important State-aided experiments in the new wireless "beam," or short-wave directive system, are to be undertaken at once at Home. The Government is to co-operate with the Marconi Company in the erection of a "beam" station for direct communication—with Canada (in six months), with South Africa, India and Australia (if tests are successful and station is extended.)

The station (it was announced by the Postmaster-General in the House of Commons last month) will be built by the Marconi Company as contractors for the Government, and they are to be paid nothing unless the tests are successful.

The Postmaster-General's statement was made during question time, and arose out of the Donald Committee's Report on the protracted dispute over Imperial wireless—supposed to have been settled by the Imperial Conference last year.

Mr. Hartshorn announced the Government decision to accept the main recommendations of the Committee as follows:—

State to own all wireless stations in Great Britain for communication with British Possessions; Post Office to operate Empire stations in Great Britain under an improved business organisation; extension of Rugby high-power station from 12 to 16 watts.

These recommendations are to be supplemented, however, by an agreement for co-operation between the State and the Marconi Company for experiments in the "beam" system for communication between this country and overseas possessions.

MINIMUM GUARANTEES.

The beam station (Mr. Hartshorn stated) will be completed within 26 weeks of the site being placed at the disposal of the company, and it is to be a condition of contract that the installation should only be paid for if it fulfils minimum guarantees of 100 words a minute for an average number of hours daily, as follows:—

To Canada	18
To S. Africa	11
To India	12
To Australia	7

But the Minister indicated that the new type of station would be mainly suitable for deferred traffic.

For long distance communication at all hours and simultaneous long-distance transmission in all directions and at all hours—a condition which his Majesty's Government regarded as essential both for strategic and other

reasons—a high-power station of the type of that which was being erected at Rugby would be necessary.

COLONIAL STATIONS.

The Governments of India and New Zealand had stated that stations of the new type would not meet their requirements. Australia and South Africa had not reached a final decision, but he understood they were disposed to be erected in those Dominions for communication with this country.

To give the new system a trial his Majesty's Government had undertaken, in the event of these stations being erected, to provide a corresponding installation in this country as an extension, should the station be used for the Canadian service.

Improved business organisation for the working of stations in the country was being considered by a further committee under the chairmanship of Sir R. Donald. This committee was expected to report very shortly.

Answering several questions, Mr. Hartshorn said the contract provided that Marconi Company should erect a station for the Government at cost price, plus 10 per cent. contractor's profit. The maximum was to be £58,000. Should additional units be required for Australia and South Africa they would cost up to a maximum of £36,000.

PAYMENT BY RESULTS.

When the station was erected there would be a seven days' test. If the test gave the guaranteed service, 50 per cent. of the price of the station would be paid. There would be a further six months' trial, and if during that period results were satisfactory a further 25 per cent. would be paid.

Then there would be another six months; and if at the end of the period a final decision was given by the engineers that it was in satisfactory working order, the remaining portion would be paid.

Sir Laming Worthington-Evans: Nothing is to be spent by the Government unless the tests are satisfactory?

Mr. Hartshorn: Quite right. If the first and second payments are made, and if before the final certificate is given they do not comply with the tests, any money paid will have to be refunded.

GERMAN PATENTS.

U. S. Fears Release.

Washington: American radio inventors and manufacturers are combing their influence to prevent passage of a bill pending in Con-

gress for the return of German or other enemy patents seized during the war.

They see in this proposal loss of the rights to the basic ideas that have resulted in the marvelous growth of the radio industry in this country and in the enormous popularity of the science.

The bill in question was introduced in the last session of Congress by Representative Harry B. Hawes of St. Louis. It provides for the termination of power with the alien property custodian and for the return, under certain limitations, of seized property to the original owners.

One of its provisions calls for the return of seized patents, "except in so far as the United States government may desire to take over any particular patents by eminent domain on payment of compensation."

It is to this provision that radio interests object. They point to the patents formerly controlled by the Telefunken Company, which had been seized by the government and handed over to the navy department.

Among the patents were those covering radio frequency amplification, "tuned" radio frequency and reflex, originally owned by the Germans, Schloemilch and Von Bronk. These patents, they say, are the basic ideas on which practically the entire American radio industry has been developed—thanks to the war and American seizure of alien property.

HELPED THEMSELVES.

With the government in control of the patents any American

citizen was entitled to help himself to them and develop them along individual lines. That they were taken up and developed is attested by the numerous radio frequency and reflex circuits now on the market under American names.

But if the Hawes bill goes through as drawn up, and the American government returns these radio patents to the Telefunken Company, the American radio industry will be tied hand and foot, say opponents.

They believe the returned patents may be turned over under a licensing arrangement to the Radio Corporation of America. And then, a single corporation will have a practical monopoly of radio inventions and products in this country.

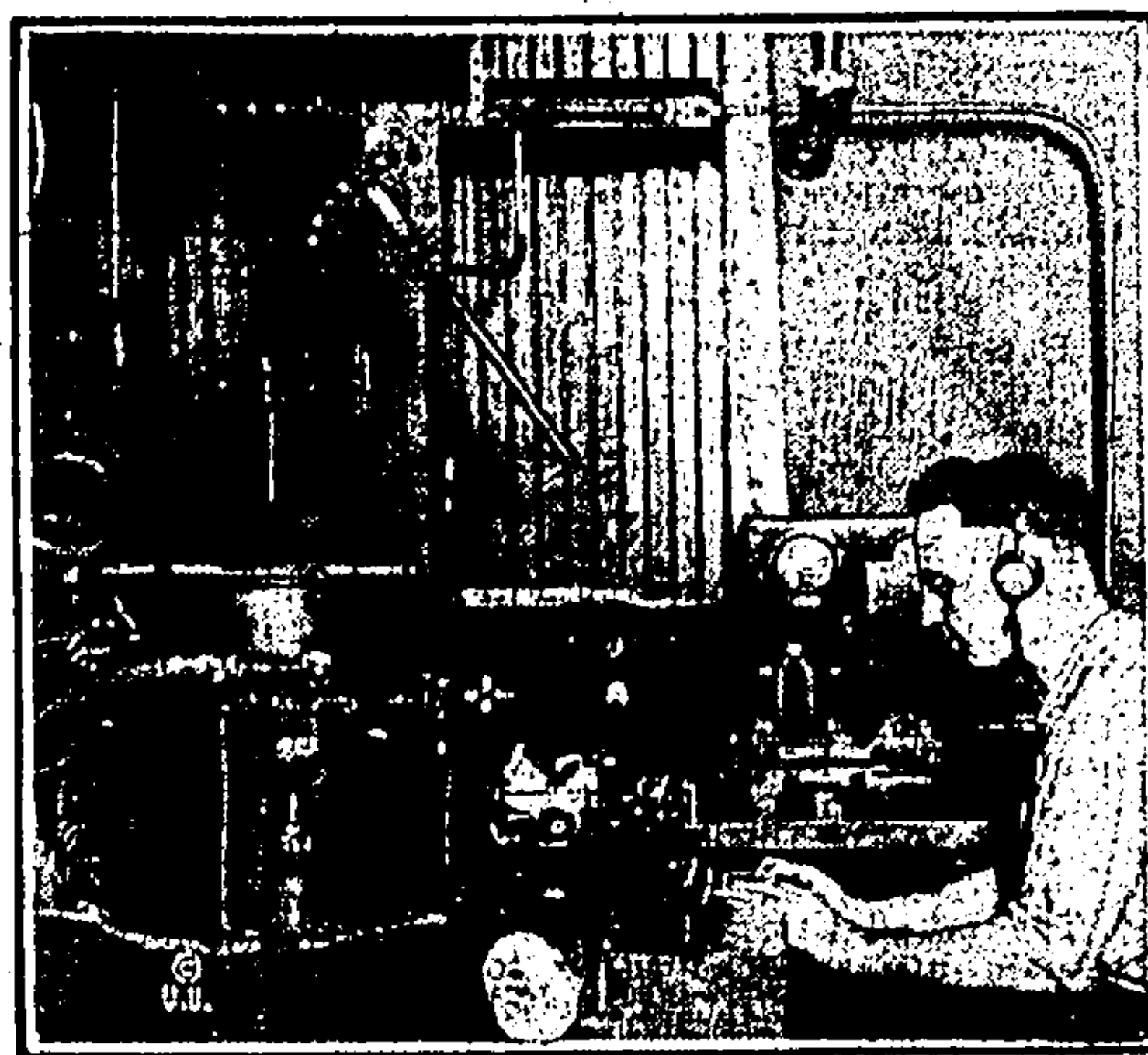
However, government officials point to two conditions which point to retention of those patent ideas by this country.

One is the provision in the bill for retention of those patents that the government may desire to take over, on condition that the inventors be paid for them.

The other is the contention of naval officials that the alien property custodian sold those patents outright to the American navy and that no patents sold outright could be returned to the original owners. But this is questioned by those opposing the Hawes bill, who insist that the navy department is merely the custodian of the patents and that the patents really come under the provisions of the bill.

The bill has been referred to the Committee on Interstate and Foreign Commerce.

AIR-MAIL GUIDE.



One of the thirteen guides along the route travelled by the coast-to-coast airmail of the United States pilots is this radio operator, H. M. Dudley, at Station KDQA, Chicago. All details concerning arrival and departure of planes are handled here.

MALAYAN WIRELESS.

Broadcasting Station Planned.

Mr. Powell Robinson addressed a gathering of about one hundred persons at the Selangor Chamber of Commerce on the subject of broadcasting, detailing the progress of the formation of a Broadcasting Company, says a Kuala Lumpur message of August 18. The meeting unanimously passed a resolution in favour of the proposal to establish a broadcasting station at Kuala Lumpur.

AUGUST HOPES.

Listening In on Mars.

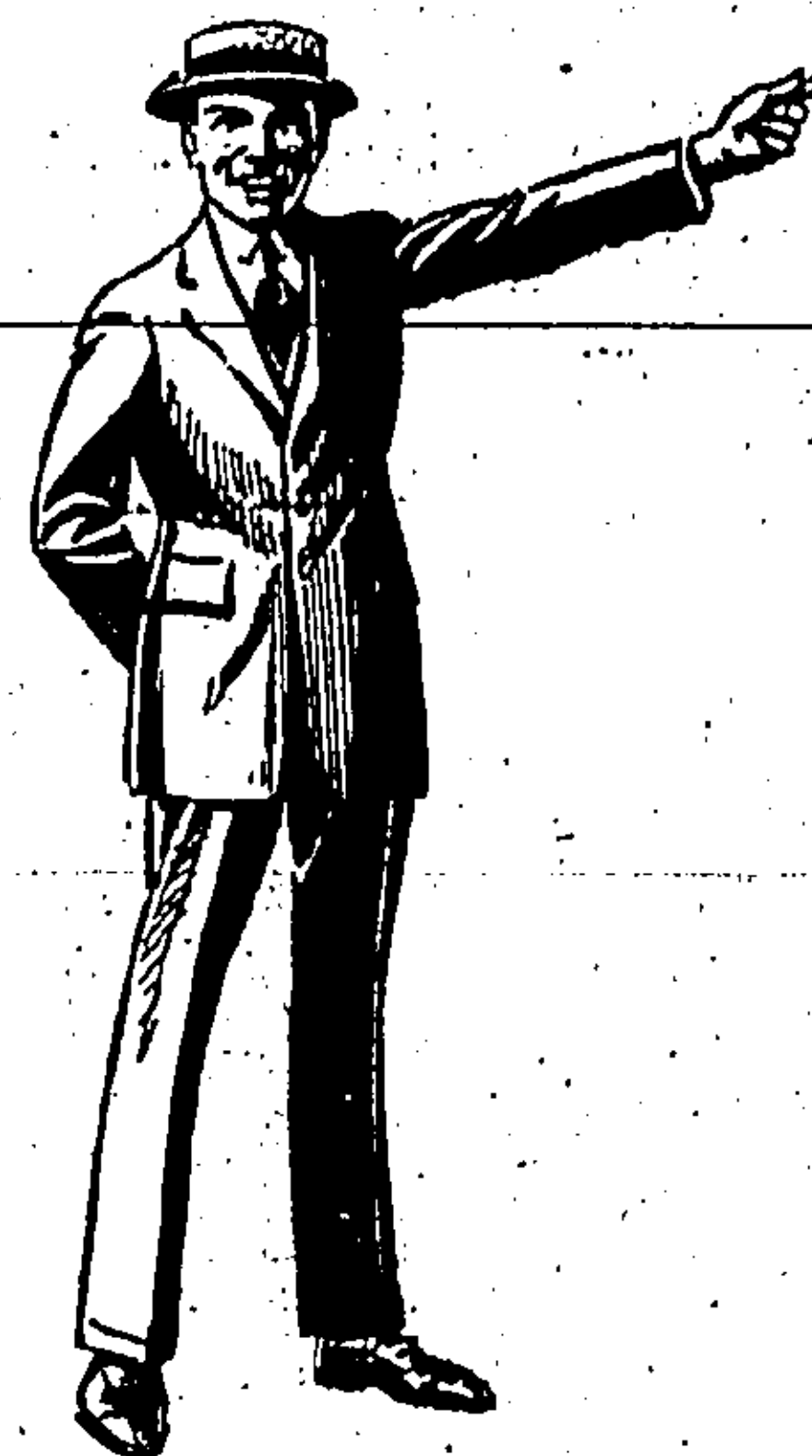
This month, August, an interesting opportunity occurs for "special" experiments in connection with the question as to whether wireless messages are sent out from the planet Mars. For in August, Mars is nearer to the earth than it has ever been since wireless observations began to be taken. It is thought, therefore, that if the mysterious "signals" said to originate outside the earth's sphere, have any connection with Mars, the fact will be more apparent when the planet is exceptionally close to us.

Special arrangements are being made in America, as well as in other parts of the world, to record careful observations on the extra-terrestrial "signals."

ASIATIC COMBINE.

The Asia Society, an outgrowth of feeling generally in the Orient over the exclusion act in the United States, has been formed in Shanghai under the joint auspices of leading Japanese, Chinese, Indian and Filipino residents.

SUMMER UNDERWEAR



The virtue of underwear that enables the wearer to keep comfortably cool on the hottest of hot days, is one that cannot be ignored. "AERTEX"—the original cellular, does this and more—it keeps you free from chill when the sun stays behind the clouds.

"AERTEX" CELLULAR UNDERWEAR AND SHIRTS and PYJAMAS

always in stock in popular weights in cotton and fine lisle thread.

No. 932.	Cellular Vests.—with ¾ sleeves or sleeveless	\$ 3.75
No. 932.	" Knee length drawers	3.75
No. 932.	" Combinations	6.75
No. 1989.	" Vests.—with ¾ sleeves or sleeveless	6.00
No. 1989.	" Knee length drawers	6.00
No. 818.	" Shirts for day wear	6.50
No. 1989.	" " " "	8.50
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No. 1989.	" " " "	9.50
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Besides "AERTEX" underwear, we always have a good selection of other fabrics.

A SPECIALITY

with us is a cream cellular cotton which is very elastic and porous. It allows the garment to give full play to every movement of the body, and is very absorbent.

Vests.—¾ sleeves and knee length drawers\$2.00 each.

"B. V. D."

This celebrated American underwear we stock in:—	
Vests.—open all down style	\$1.75
Drawers.—knee length	1.75
Union Suits	3.50

LISLE THREAD

A lisle thread always strikes cool and easily outwears any other fabric. This we stock in a light weight in:—

Vests.—long or ¾ sleeves	from \$2.75
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(in reliable qualities.)



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We shall be pleased to show you any of the above or send on approval.

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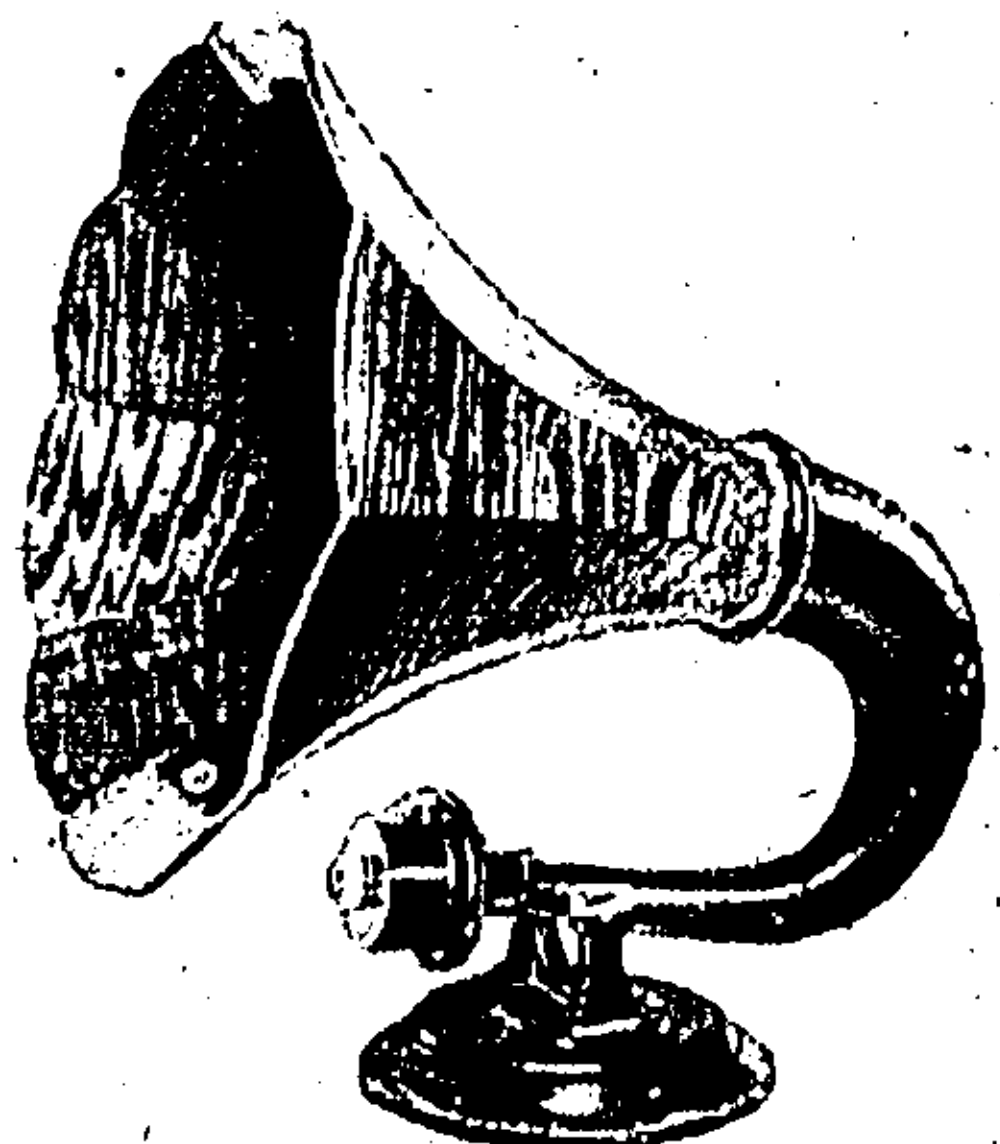
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THE SINGLE & TWO VALVE AMPLIFIERS

CAN BE USED WITH

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CRYSTAL OR VALVE RECEIVING SETS.



BC 2620, LOUD SPEAKER

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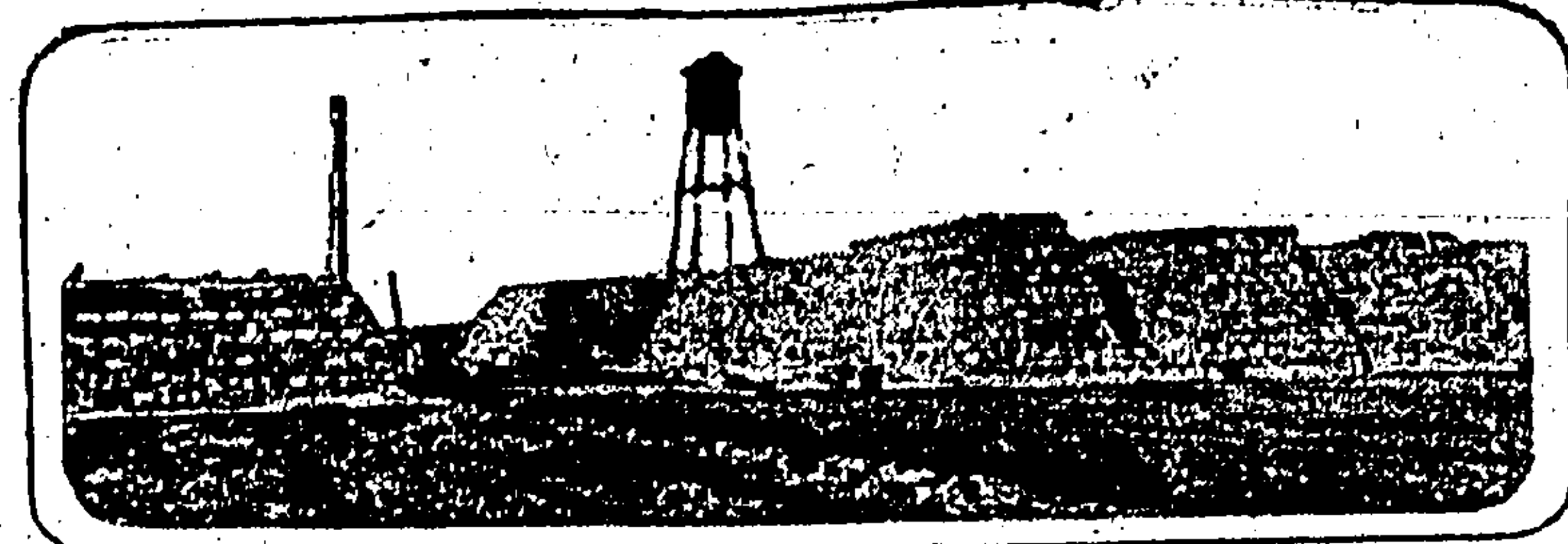
THE GENERAL ELECTRIC Co.,

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QUEEN'S BUILDINGS.

HONGKONG.

AUSTRALIA'S HOUSING PROBLEM. Synthetic Lumber May Solve It.



BAGASSE IN TONS AT
THE CELOTEX FACTORY



Synthetic lumber is to solve Australia's housing problem, according to the Rt. Hon. W.M. Hughes, former Premier of the Australian Government who has been in the United States for four months to interest capital in industrial enterprises in the Antipodes.

While in Chicago, Mr. Hughes closed a deal with B.G. Dahlberg, president of the Celotex Company by which a \$2,000,000 plant for the manufacture of lumber from bagasse, the waste fibre of sugarcane, will be established at Bowen, in Queensland, a tropical province in north Australia where sugarcane is grown in immense quantities.

"We grow no soft timber in Australia," said Mr. Hughes. "We have to import all our lumber for building purposes.

Lumber prices are high due to heavy ocean transportation costs. Poor men are unable to build homes. Building is so expensive, rents are extremely high. The high cost of living has had a bad effect on immigration.

"Australia produces as much sugar-cane as Louisiana. There is enough brushed fibre now burned as useless to supply the country with practically all the building lumber it requires. Australia has only 6,000,000 people. It is a white man's country and owing to immigration restrictions, its population is growing slowly. Consequently its building requirements are comparatively small.

"I regard synthetic lumber as one of the greatest discoveries in the world's history. It will rank in time among the greatest benefactors to mankind. It is primarily the poor man's lumber. It means homes for the people. It weighs only one-fourth as much as pine, which reduces shipping costs. It is as good an insulator as cork which insures cool homes in summer and warm homes in winter and materially cuts down fuel costs. It is a sound-deadener which is vital to health in this age of nerves and noise.

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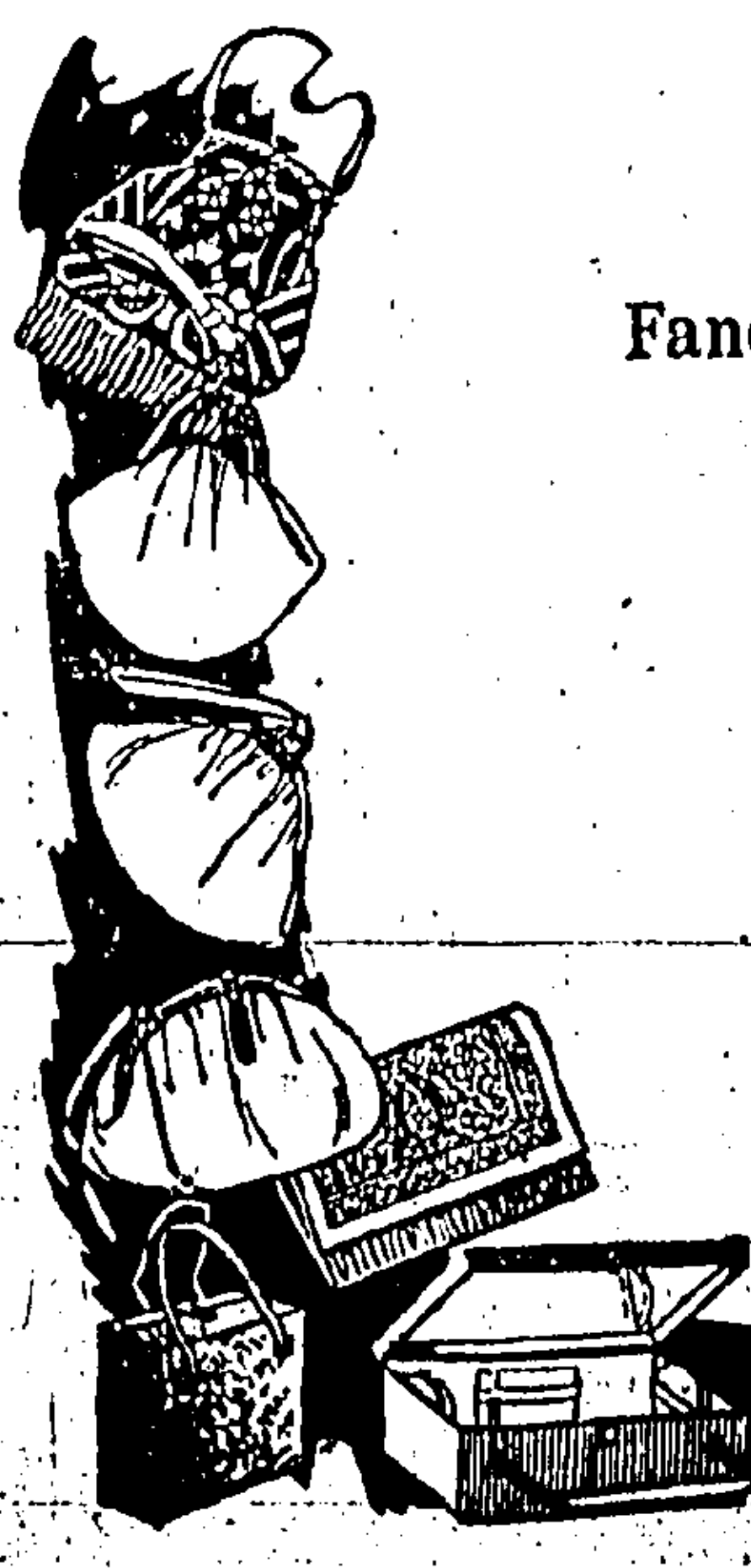
Fancy Handbags in Silk and Leather.

Leather Purses.

Evening Bags and Vanity Cases.

Flowers and Head Bands.

All The Latest Merchandise From Paris.



From
\$1.00
TO
\$75.00

SPORTS PARS.

Interesting World Items.

Whysall, of Nottingham, is the first man to get 1000 runs this season.

Scotland's total of 26 was the smallest ever recorded against a South African team in Britain, Australia, or South Africa. Thus a little bit of history was made at Partick. The previous lowest score by an opposition side was the 40 made by Gloucestershire in 1901, when J. H. Sinclair took seven wickets for 20 runs.

Miss Audrey Griffin, the holder of the Canadian Women's Swimming Championship, has defeated Arne Borg, the Swedish Swimming Champion, and has established a new Canadian women's swimming record for 50 yards by covering the distance in 22.25th seconds.

Mr James Galt, one of the directors of the club, has been appointed honorary managing director of Third Lanark, and Mr A. Berry has been appointed secretary to the company. The former is the old Rangers' half-back and the latter has been in the game almost all his days—unofficially up till now.

Hamilton Academicals F.C. report a profit of £258 on an income of £8803.

H. R. Nicoll, the Forfarshire cricketer, has left for the Far East.

A. D. Nourse has played for South Africa in 40 consecutive cricket Test games.

The Oxford University cricket captain has awarded blues to H. W. Franklin (Christ's Hospital and Christ's Church), and J. L. Guise (Winchester and Brasenose).

The Cambridge cricket captain has awarded blues to E. W. Dawson (Eton and Magdalen) and A. H. White (Geelong and Jesus).

F. J. C. Moffat, D.S.O., the Watsonian cricketer, has been gazetted captain in the Gordon Highlanders Reserve of Officers.

Newman had a break of 852 against Inman at Belfast recently.

E. G. Sutherland, the South African, is an expert javelin thrower. He is a police officer at Durban, Natal, and seemed very much gratified with the watch he received for winning the polo vault at Crows.

The standard of Rugby football in New Zealand at the present moment is, writes a correspondent from Auckland, probably higher than it has ever been in the history of the game.

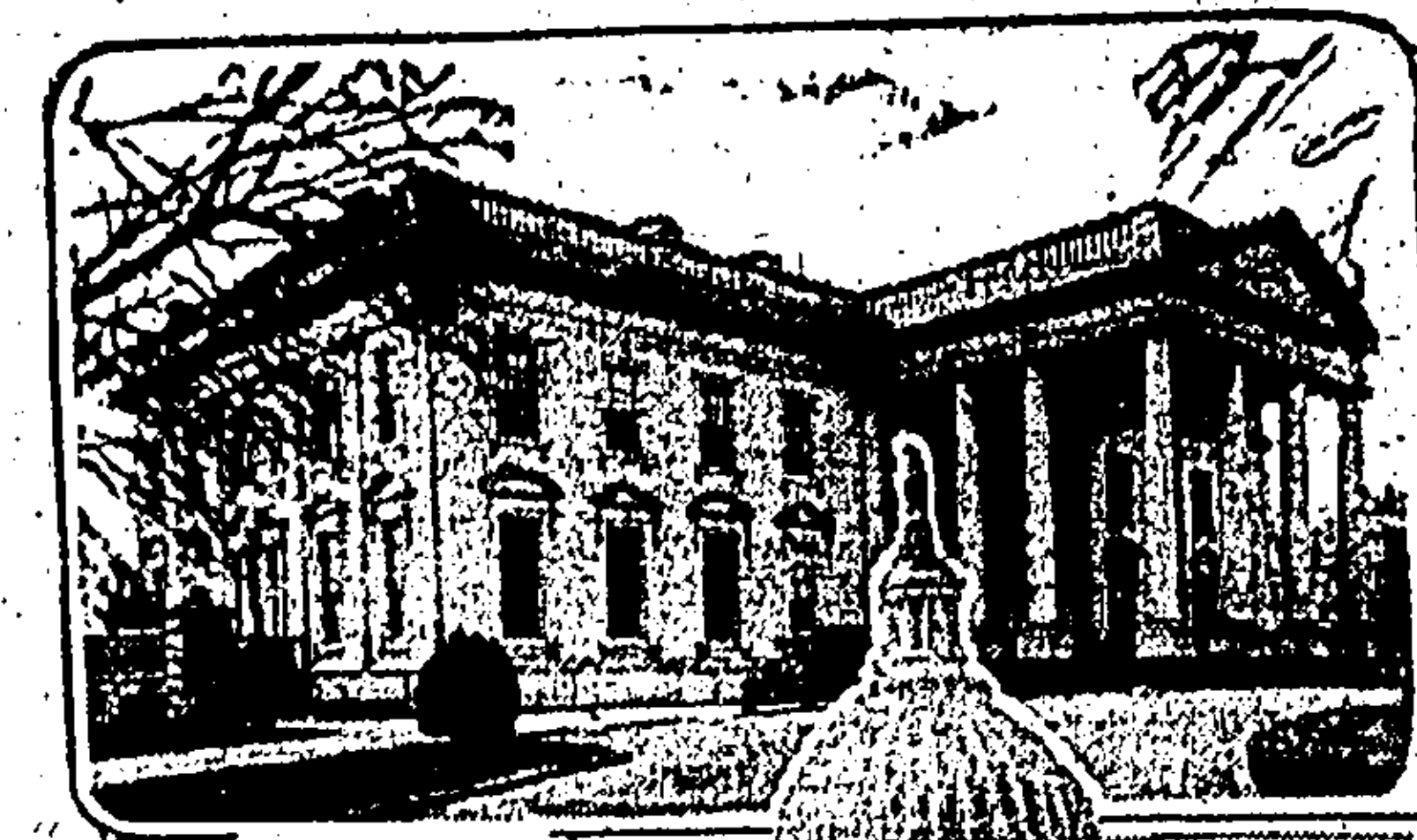
Chelsea have dropped nearly £10,000, and will have to play in the Second Division of the English League next season.

The Heart of Midlothian have now 20 signed players on their list, and still they come.

The improvement of the Northamptonshire County side this season is due not a little to the effective hitting and bowling of the veteran William Wells. For a man who has been associated with county cricket for over twenty years Wells is doing remarkably well. Before the war he was regarded as an extremely useful fast bowler, but of recent years he has developed leg trouble and much of his speed has had to be sacrificed.

A BIG AMERICAN CONVENTION.

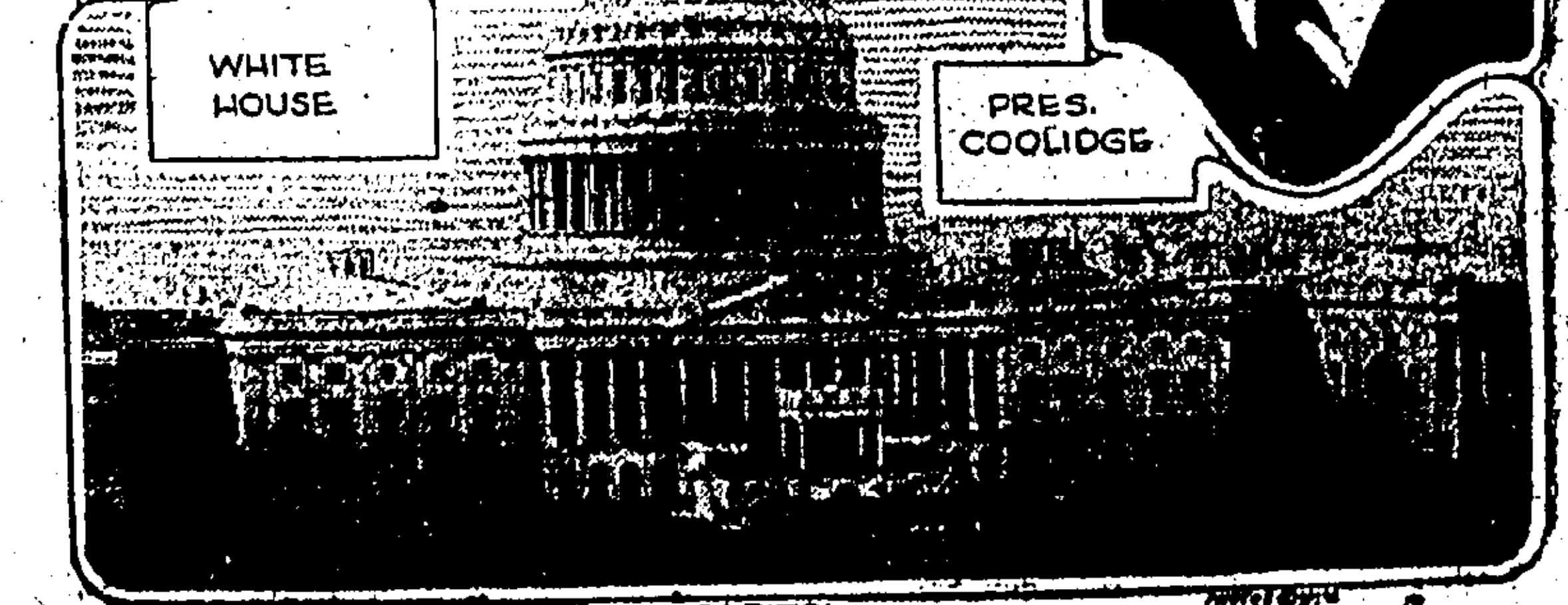
Fraternal Societies With Ten Million Members.



WHITE HOUSE



PRES. COOLIDGE



THE CAPITOL

President Coolidge, on the invitation of Mr. W. R. Shirley of Raleigh Hotel, Muskogee, president of the National Fraternal Congress, has been attending the annual convention of the organization in Washington from August 25th to 28th.

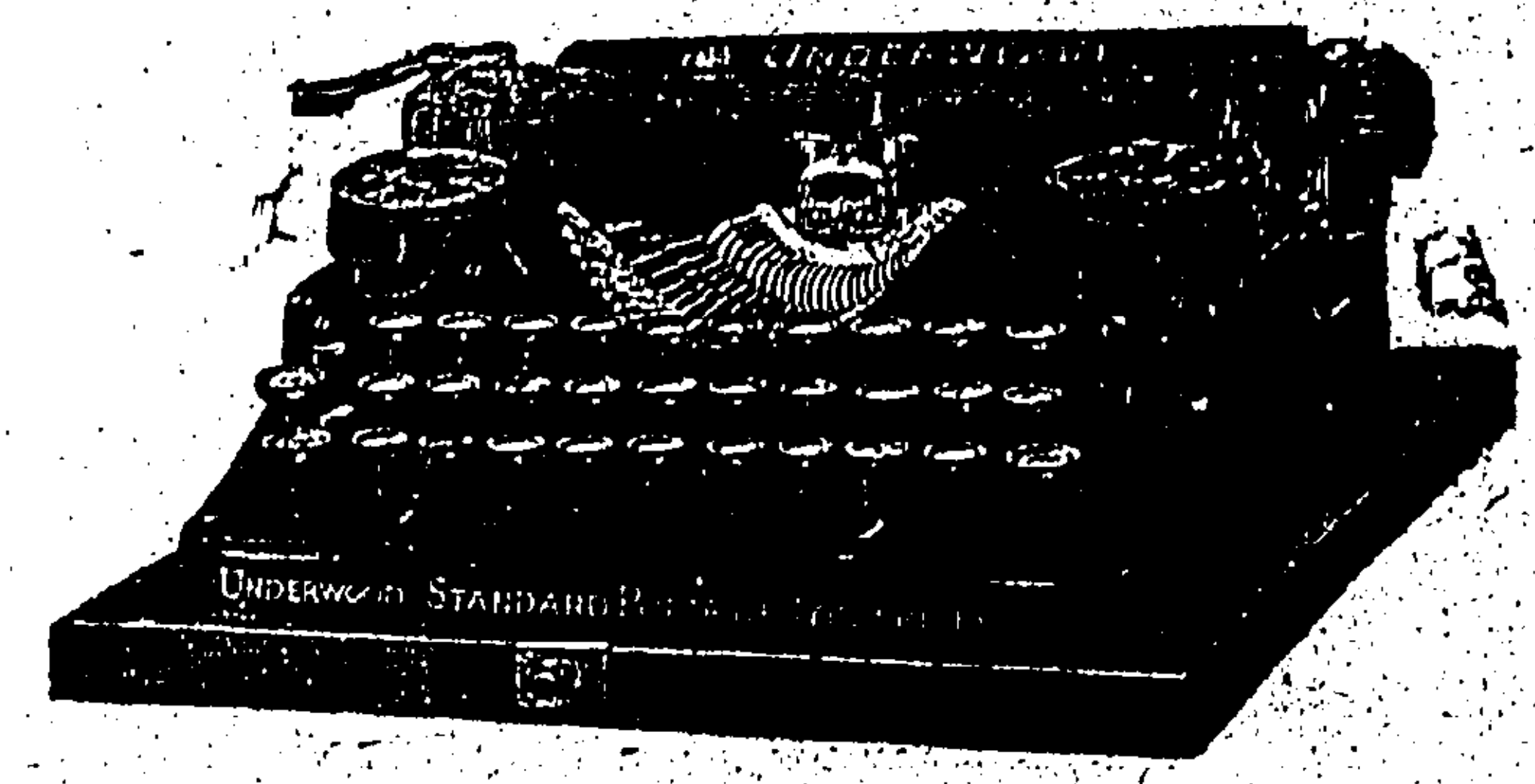
The men and women the chief executive of the nation are the leaders of the great fraternal societies of the United States with a membership of 10,000,000 and representation of J. Davis and I was greatly impressed with the president's fraternal insurance.

President Coolidge, on the human side. He is kindly, sympathetic. He is not a great talker but he makes every word count and he is one of the best listeners I ever met. No one who comes in personal contact with him can fail to recognize his fine, mainly character and intellectual strength.

President Shirley in his annual address advocated business methods in the government of fraternal and the necessity for a sound legal reserve basis in fraternal insurance.

THE UNDERWOOD PORTABLE.

"The Machine you will eventually carry."

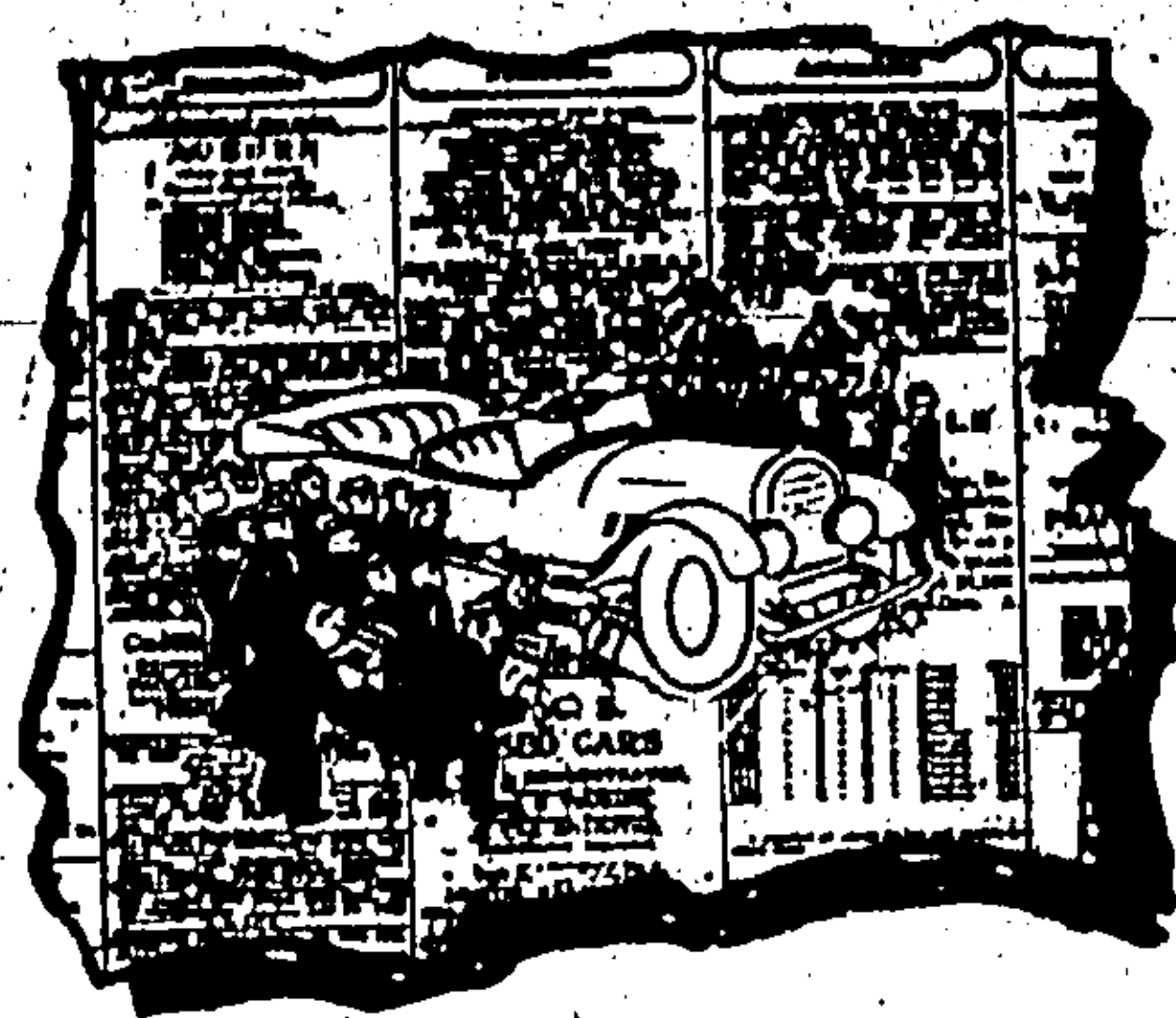


Sole Agents:

DODWELL & Co., Ltd.

Telephone C. 4689.

No. 1, Duddell Street.



"THE CAR YOU WANT—AT A PRICE YOU CAN AFFORD"

() Cadillac 5-passenger Touring Car	\$1,500
() Chandler 7-passenger Touring (54669)	\$1,500
() Chandler 4-passenger Speedster	\$2,500
() Cleveland 5-passenger Sport Model	\$2,500
() Dodge Brothers 5-passenger Touring Car (585184)	\$1,250
() Dodge Brothers 5-passenger Sedan	\$2,500
() Essex 5-passenger Touring	\$1,650
() Essex 5-passenger Sedan	\$1,800
() Hudson 7-passenger Touring (52988)	\$1,750
() Locomobile 7-passenger Touring	\$3,200
() Marmion 7-passenger Touring	\$2,750
() Singer 7-passenger Landauette	\$3,200
() Winton 7-passenger Limousine	\$2,500

REMEMBER:—A Used Car is only as good as the firm with which you deal.

Check (—) the car you wish further information about and mail this advertisement to us TO-DAY

THE DRAGON MOTOR CAR CO., LTD.

33, Wong Nei Chung Road, Hongkong.

Name
Address

SPREAD OF MOTOR CAR.

TEN MILLIONTH FORD CALLS FORTH COMMENT.

New York.—Production of the 10,000,000th automobile by the Ford Motor Co. was the signal for widespread editorial comment in the newspapers of the country about the automobile and its place in modern life. The editorial writers in general seem to view the motor vehicle with mingled admiration, amazement, and alarms. Nearly all of them see in its growing use vast opportunities for good and evil, but it is fairly generally agreed that its advantages far outweigh its disadvantages.

Unqualified endorsement of the automobile comes from Arthur Brisbane, who writes in the *Syracuse Telegram* that "it is hard to realize how much going up and down on the earth those ten million cars have meant." How many ideas, how much fresh air, how much pleasure and increased health do you suppose that mileage represents? Brisbane asks, and follow with the command: "If you haven't a car, get one."

A record for brevity in summarizing both sides of a case is made by the *New York Tribune*, which says in its editorial, "The automobile has choked our roads, covered our landscapes with billboards, popularized golf, incited crime, assisted in salvation, supported a whole populace and cradled a large section of the coming generation. It has had a more profound effect upon us than almost any other of our mechanical inventions, but we are still in a state of considerable vagueness as to what the effect has been." Not an entirely pleasing picture, to be sure, but certainly an interesting one.

The newspapers, along with the automotive industry, are thinking seriously about the traffic problem that has been

brought about by the tremendous increase in automobiles use in recent years. Few of them see any immediate remedy in sight, but all deplore the increasing complexity of the situation.

THE PROBLEMS AND THE FUTURE.
The *Boston Post* expresses this idea when it says that "to the residents of large cities the automobile has brought—along with the pleasure of motoring and easy access to the country, mountain and seaside—traffic problems which are still far from solution." The *Post* continues: "To the dwellers in the rural districts the motor has brought in a new life by bringing the farm nearer to the city for both social and business purposes."

"Who would venture to say, however, that the motor revolution is anywhere near complete? Since the motor came our cities have grown faster than ever, not because of the motor but in spite of it. Half the population of the country is still crowded in small dots on the map while even spaces lie idle and untenanted. This is still the problem of the future—to devise a transportation system that will make possible the utilization for homes the beautiful places that are nearby but yet beyond the reach of most of our people."

Possibilities of worse traffic congestion in the future also worries the *New York Telegram*, which says that "if the factories continue busy and the automobiles durable, the outlook for congested roads and streets should be excellent. In time, however, the nation may learn how to cope with the problem presented by this multiplicity of automobiles. Certainly the present situation calls for thought as well as for action."

The rapid growth of motor vehicle use is seen by the *Pittsburgh Sun* as a forerunner of further transportation developments of great moment. "Things certainly do move rapidly in these times," the *Sun* comments. "Who dares stake his reputation as a pro-

phet," it continues, "on the assertion that 25 years hence those of us who are not run over in the meantime will not be flying to our offices or to New York or to San Francisco in our privately owned and operated airplanes and taking it all as a matter of course? Something has got to be done to relieve traffic congestion."

A TRIBUTE TO PEOPLE AS WELL AS FORD.

Several commentators point to the fact that the quantity consumption of automobiles has been just as remarkable as the quantity production about which so much has been written and said. "The fact that the Ford Motor Co. has been forced into this remarkable speed and quantity production is a tribute not only to the strange genius of Henry Ford but to the enterprise and energy of the American people which have made possible the absorption into service in this country and the greater part of all those 10,000,000 Fords and of over 80 per cent of all the automobiles of all makes now in use," says the *Jersey City Journal*.

The *New York Times* touches on the same idea in an editorial dealing with various phases of automotive development. Concerning quantity consumption it says:

"Henry Ford's name is associated with quantity production. Much less emphasis has been laid on its correlative, quantity consumption."

"It has been a development laden with vast moral and social implications. The dizzying speed of modern life over which people are concerned has here its concrete illustration."

"Educators have regarded with mixed feelings the influence of the automobile on the temperament and world outlook of the young. Business men in other fields of merchandising have deplored the expenditure upon automobile 'luxury' of money that should be going to more homely necessities. Battles have been won with motor trucks and taxicabs. Revolutions have been made with a couple of armored cars."

"But the record is not all on that side of social instability. England defeated at least one serious railroad strike by the use of the threat of the automobile. And it might be argued that social stability has gained by the rise of what may be described almost as a new middle class composed of automobile owners."

NEW RECORD FOR CONTINUOUS DRIVING.

100 HOURS AND 30 MINUTES CONTINUOUS DRIVING.

Mr. Harold L. "Daredevil" Lockwood, owner of a score or more of world's records in the performance of hairraising stunts extraordinary, established a new world mark in New York recently, in a Maxwell car: he completed 100 hours and 30 minutes of continuous driving.

Police and hospital attendants who assisted in removing him from the car into an ambulance at the end of the endurance run pronounced the event the most thrilling demonstration of human stamina that they had ever witnessed.

The endurance stunt, which for thrills had probably never been equalled in New York automobile circles before, started at 1 o'clock Tuesday afternoon, June 10, at Broadway and 56th street under the auspices of the Colt-Stewart Company. Maxwell and Chrysler, metropolitan distributors, and with full co-operation of city and police officials.

Lockwood then drove to the City Hall, where Francis P. Bent, director of the City Board of Investigation, "locked" the handcuff which attached Lockwood's left hand to the steering wheel of the car and that key never left the possession of Mr. Bent until he himself released Lockwood from the wheel. The hood of the car that was sealed at the start still carried its seal unbroken at a late hour Saturday night—several hours after the finish.

Either Mr. Colt or Mr. Stewart along with one or more of their representatives, were with Lockwood most of the last twenty-four hours of the run. At the finish Saturday afternoon, Mr. Colt said to the assembled newspapermen: "It is the most remarkable demonstration of human stamina, grit and power of will that I have ever seen. Lockwood is the... I have... speaks for itself."

Armstrong Siddeley.

"FOUR 14."
THE ALL BRITISH TOURING CAR.

FIRST COST—VERY MODERATE
RUNNING EXPENSES—Exceedingly low
PETROL CONSUMPTION—26-28 miles per Gallon.

YOU CANNOT BUY A BETTER CAR.
NEW MODEL ARRIVED.

Demonstration Invited.

HONGKONG HOTEL GARAGE

C. 4758—Car Hire Service for Hongkong.

C. 4759—For Motor Showroom.

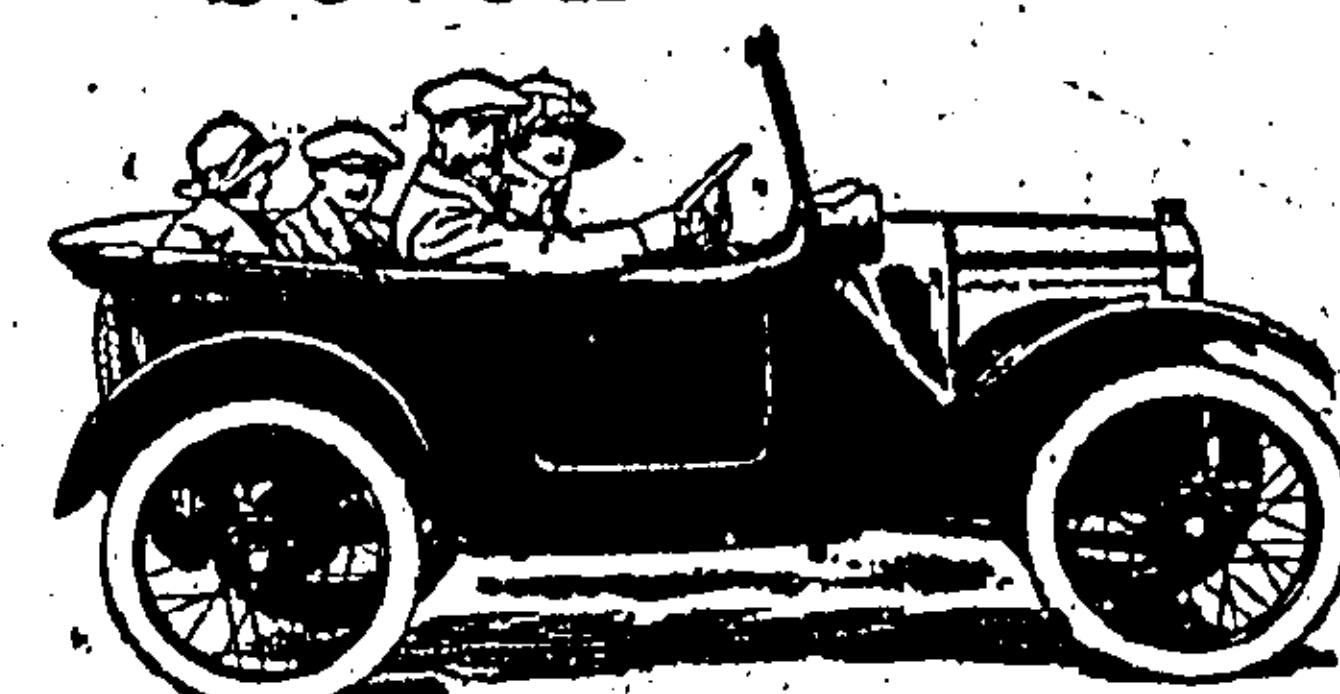
THE HONGKONG & SHANGHAI HOTELS, LTD.

Motoring at Tram-fare

The *Austin Seven*

Gives car comfort and protection at the price of a combination.

Running cost is under 3½ cents per mile or no more than tram-fare.



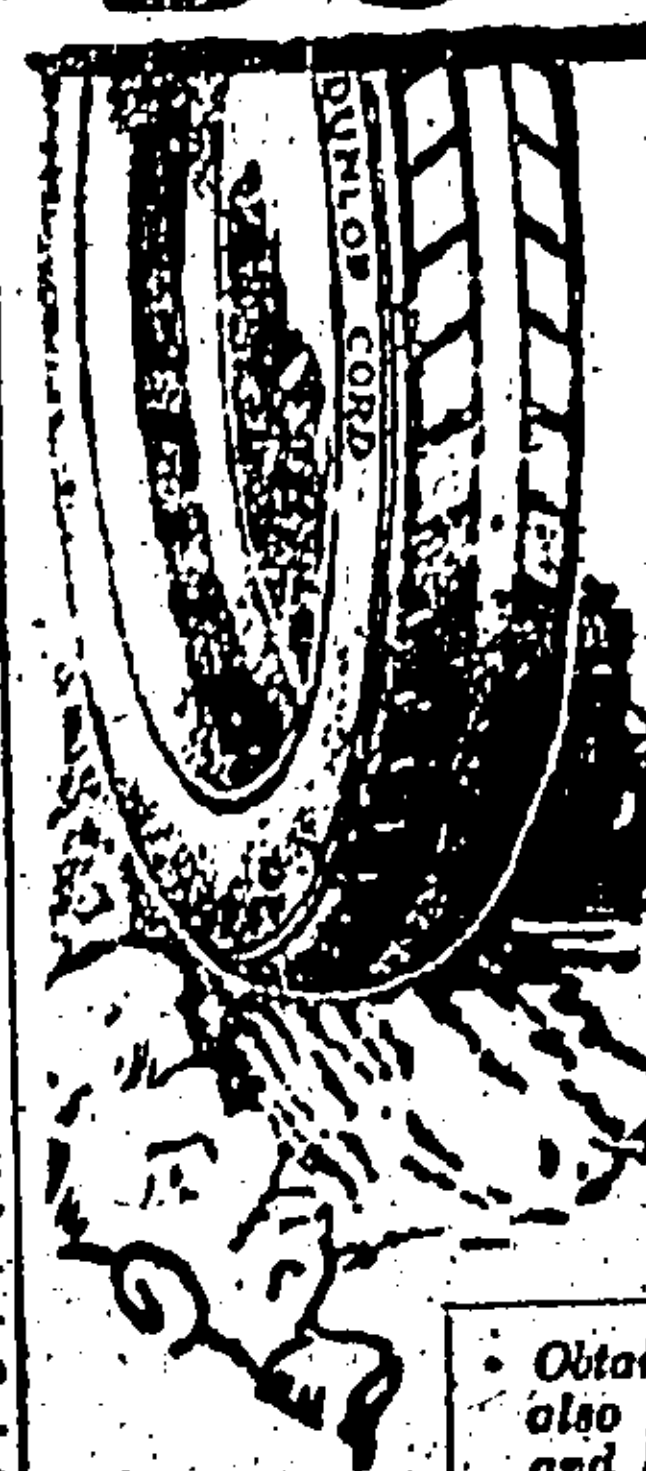
Seats two adults with children; has electric lighting and horn and complete all-weather equipment, spare wheel and tyre. The 4-cylinder engine is watercooled, three speeds are provided and brakes fitted on all wheels. Chassis lubrication is by grease gun. Electrical starter.
Price Delivered Hongkong Ready for the road £188.0.0 (Sports Model £10.0.0 Extra.)
Ask for "Motoring at Tram-fare," depicting the car for shopping, business use, and week-end jaunts with the child on.

Sole Agents:—
ALEX. ROSS & CO., (CHINA) LTD.

Tel. 27 or 2487. Bank of China Bldg., HONG KONG. Tel. 27 or 2487.

A FINE PRODUCT AND A FINE POLICY
There are no finer tyres than

DUNLOP



CORDS.

They stand as the supreme achievement in tyre construction, and set a new standard in tyre service.

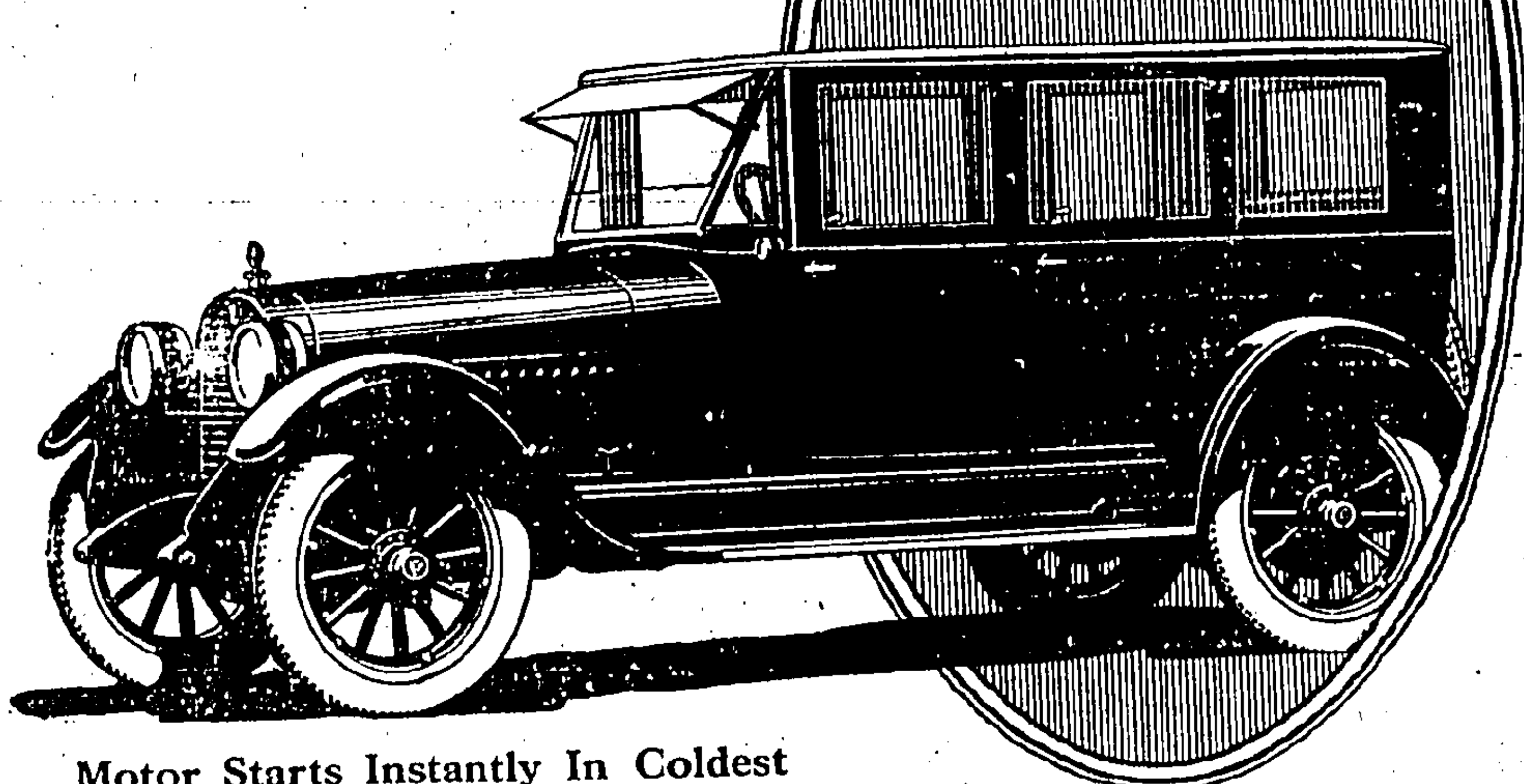
Behind them is a fine policy—fair treatment—the methods of the Dunlop organization which help you to get the utmost value from your tyres.

Obtainable from the Dunlop Co's own Branch, also from Stocks carried by the Tat Co., and by J. Gibbs & Co. Alexandra Bldg. (phone C.704—Sundays & Holidays, C.4582.)

Supplied at **DUNLOP RUBBER CO. (CHINA) LTD.** Phone C. 4584.
81, George's Building, Hongkong.

HUDSON

In Every Way a Finer Super-Six



Motor Starts Instantly In Coldest Weather—More Economical In Fuel and Oil—Easier Riding and of Course Old Time Super-Six Power, Pep and Performance.

Among all the Hudsons, we believe there has never been a model of such richness and beauty as the new Sedan. Its exquisite grace and charm of line is supplemented by a luxury of upholstery and appointments equalled in few cars at any price.

We concede no smoother performance in any car. A steady vibrationless flow of power gives to the new Hudson chassis an individuality that all concede. Added refinements assure prompt starting in even the coldest weather, and important increase of gasoline and oil mileage.

You will agree there is no rival in value of the new Hudson Sedan.

The **New Sedan**

With the Greatest Super Six Motor Ever Built

HUDSON also builds the **ESSEX**
5-passenger touring \$2,375
5-passenger coach \$2,800

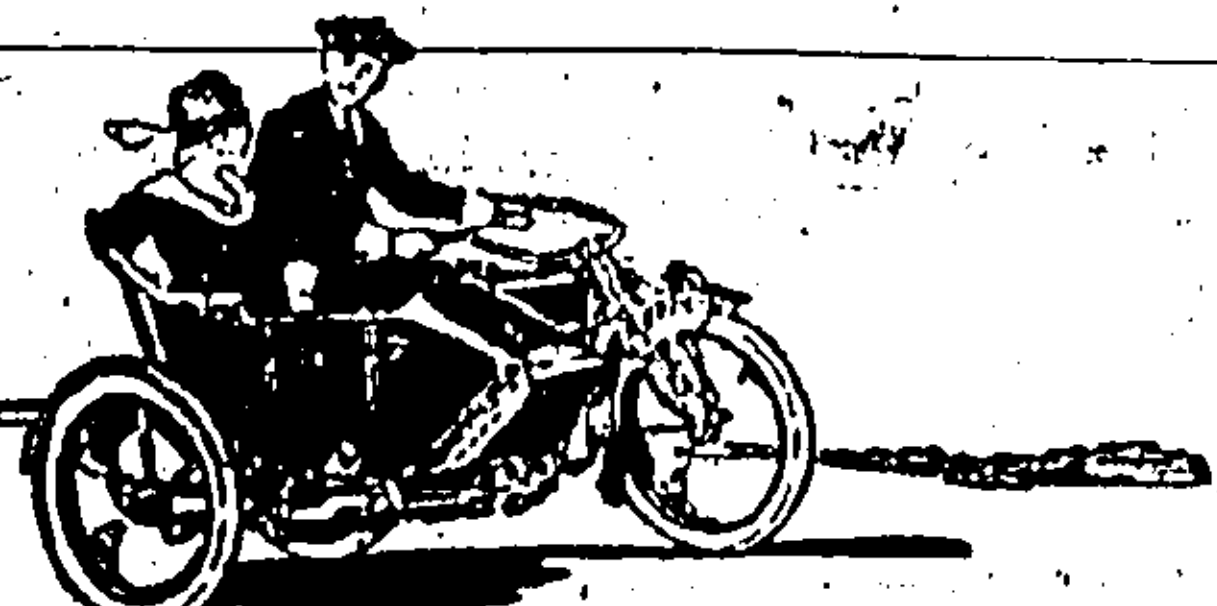
HUDSON Super-Six Prices:
4-passenger touring \$3,800
7-passenger touring \$4,000
5-passenger coach \$4,300
5-passenger sedan \$5,000
7-passenger sedan \$5,500

(Hudson Equipment includes 33 x 6.20 Diso. Wheels and five 33 x 6.20 BALLOON TYRES.)

THE DRAGON MOTOR CAR CO., LTD.
Telephone Central 3850.

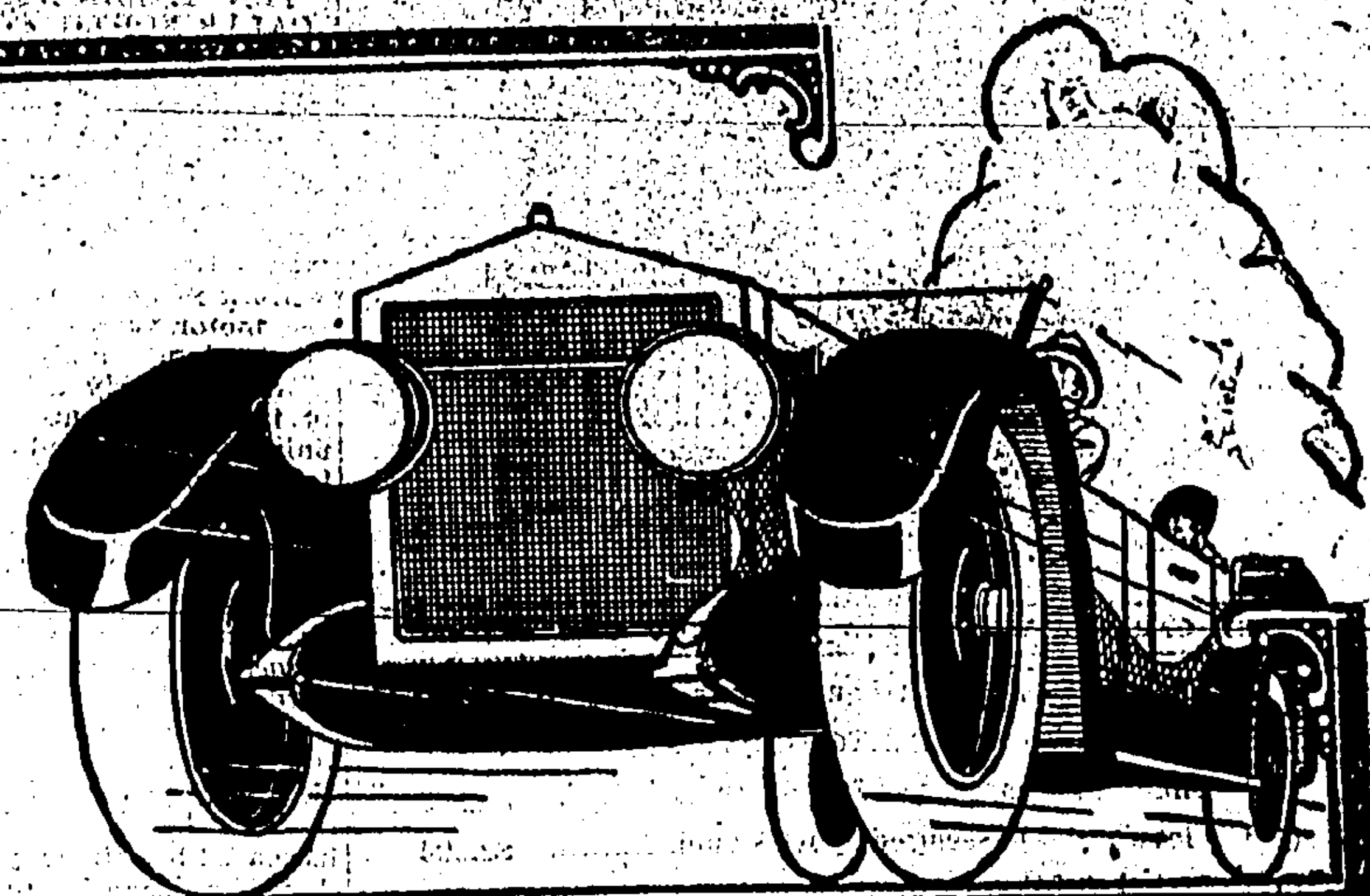
33, Wong Nei Chung Road, Happy Valley.

MOTORING SUPPLEMENT



THE HONGKONG TELEGRAPH.
SATURDAY, the 30th. August, 1924

(Being the Official Organ of the Hongkong Automobile Association).



LOCAL MOTOR NOTES & NEWS

In this column last week comment was made regarding the tardiness with which road mending is generally carried out in the Colony, and it is only fair that it should be recorded that the top half of Stubbs' Road—that is, from Bowen Road to Magazine Gap—has now been put into excellent condition. The lighting of this road has also been completed and when the making up of the lower half has been accomplished, the motor road to the Peak will be one of the finest in the Colony.

Although there is a sign "Road Closed" at the Wong Nei Cheong Gap end of the new road to Repulse Bay, quite a number of cars have already made the complete journey. Some very fine views are to be obtained from this road and it is noteworthy for the manner in which it shortens the journey to Repulse Bay, just over fifteen minutes being time enough to get from the City to the pleasure resort. The road is particularly well graded, as are the majority of Hongkong's hill roads, and the engineers can be congratulated upon having added another fine highway to the Colony's travel facilities. Although the use of the road by cars is necessary so as to make its foundations firm and solid, it is to be hoped that lorries and motor buses will not be permitted to use the road just yet. More than one of the Colony's roads, when newly opened, has been ruined by heavy traffic and it would be a pity if this latest addition our roads was made unusable by its being opened too early to the heavier vehicles.

Rumour is busy regarding the cessation of work on the new garage which is in course of construction in Salisbury Road, Kowloon, opposite the Peninsula Hotel site. Some say that the scheme of the promoters has collapsed for financial reasons but, from whatever cause the cessation of work has arisen, it is a fact that for the best part of a month no work has been done. The partially completed building is in a derelict state. Here seems to be the chance for some enterprising motoring firm to acquire the site and building for use as a service station, because the writer is convinced that there is room for the successful operation of a well-equipped service station on the Peninsula. With a European in charge and a staff of qualified native mechanics there would be enough work forthcoming profitably to justify the venture.

The Asiatic Motor for August has been received by the local Automobile Association and is being distributed to members.

Surely, it is about time that the road to the Peak H.T. is nearing completion? It is recognised that the heavy rains of the present summer have seriously interfered with the work, but now that the drier season is coming on, one hopes to see this roadway—so much discussed in the past—completed as early as possible, if only to do away with the present unsightliness of the Peak district traversed by the incomplete highway.

The Traffic Department has power to order off the road

any public hire vehicle which it thinks unfit for service, and of late it has been exercising that power in certain instances. But one wonders whether the standard of the Department is high enough, seeing that numbers of more or less ramshackle vehicles are still on public service. One does not expect the Traffic Department to insist on all the niceties and luxuries of a new and highly-priced car, but when mud-guards, doors and hoods rattle with every road bump or trail in the wind the question of serviceability goes beyond the efficiency of the engine or the strength of the body. There should be a limit of respectability beyond which cars are deemed unfit for public hire, and if a reasonable standard of respectability were insisted upon a good many of the dilapidated cars now to be seen on our roads would be ordered off to the general betterment of motoring in this Colony. Just what standard ought to be set is doubtless a matter on which opinion varies, but we respectfully suggest that the present standard of the Traffic Department is a little too much in favour of garage proprietors.

Local motor cyclists will be interested to learn of the proposed details of the forthcoming reliability trial in connection with the Harley Davidson Cup. As has already been announced, the Harley Davidson Motor Cycle Co. has presented a handsome silver cup to be competed for by any make of machine under the organization of the H. K. A. A. The Committee has drawn up the following competition which is open to Members only:

Harley Davidson Cup Competition.—This cup will be competed for in two meetings:—Sept. and October. The nature of the competition will be a reliability trial. It is suggested by the Committee that the competition will take place around the New Territory, starting and finishing at Centre Road, stopping at Castle Peak for one hour.

The Conditions for the September meeting are suggested as being:—The competitors start from Centre Road and will be checked at mile 8½ from the starting point (open check). Two secret checks will be taken between the open check and Castle Peak. Competitors will be checked in and out at Castle Peak. And one secret check will be taken between Castle Peak and home. Speed to average 20 miles per hour.

The Conditions of the October meeting are suggested as being:—The competitors will start from Statue Square and ride around the Island on the upper road, via Shauiwan. A stop and start test will take place on Shauiwan Hill. Braking test will take place between the turning to Shoko and Tai Tam Tuk. There will be one secret check on route. Speed to average 14.5 miles per hour. Competitors will be checked in and out at Repulse Bay. There are no entrance fees and further details will be announced later.

Out of the 2,000 motor cars on the island of Jamaica, say auto dealers there, there are hardly more than 10 or 15 of the sedan type. This is because of the mild climate there all year round.

DESIGNERS UNDECIDED.

WHAT ENGINE IS BEST?

The automobile industry was never in a more confused state of mind than it is this year.

Will we have fours or sixes or eights? Straight eights or V-types? Two-wheel brakes or four? Friction or hydraulic? Lighter engines or heavier? This, that or the other?

Whatever it is, it's supposed to be good, the best ever, none to equal it, and so on.

Still, automotive engineers are puzzling their brains over some of the oldest and most important problems facing the industry. They have agreed on one idea, to make automotive riding easier for the average layman.

Yet one of the three outstanding questions under discussion at the recent meeting of the Society of Automotive Engineers was just this matter of riding comfort. Here were automobiles of apparently the last word in design, yet their engineers were still studying the matter of "levelling bumps," eliminating vibrations and improving on the spring design of their cars.

WORK ON MOTOR. The other questions under discussion at the S. A. E. meeting concerned crankcase oil dilution and supplying cleaner mixture for combustion. All three more or less concerned with improvement on the engine itself.

The power plant of the average automobile is still far from perfect. It bothers the motorist little to-day. And with the united efforts of auto engineers for improvement on this part of the car, it promises to give the future motorist practically no trouble.

With some 15,000,000 automobiles on the roads to-day, the automobiles on the industry, one of the greatest in the country can be said to be still in the experimental stage.

AWAITING RESULTS. A straight eight is brought out, and the auto public waits to see what advantage it has in practice. Balloon tyres come out, and, although they have been adopted with a most remarkable show of enthusiasm, there are many who are watching their performance before deciding on their practicability for own use.

While all these innovations, and more, are put before the riding public, auto manufacturers must keep on selling their cars. So they redesign the bodies, they add little of this and some of that, they furnish a new accessory here and another there, they change the dash and in general change the car about so as to differentiate from the 1924 model.

Cars must be sold even while the engineers are working on their development. And so they are—with but little differentiation between one and the other, considering prices, but in general with good value received for the prices paid.

A BAD WEATHER AID.

One of the easiest mixtures to make for preventing an obscured wind shield glass during stormy weather, is equal parts of kerosene and glycerine. Apply a thin, even layer over the glass surface with a soft cloth. Another effective cleaner is ordinary plug tobacco; one side is sliced a trifle so that fresh leaf is exposed. This is then rubbed up and down on the glass—and if the operation is repeated, until the entire surface has been thoroughly gone over, the glass will be covered with thin and perfectly transparent film of oil.

SMALL AND EFFICIENT ENGINES.

BETTER FUEL AND MORE POWER.

More intensive production of anti-knock fuel may bring about construction of a more powerful, more highly efficient automobile engine.

Manufacturers are already considering the production of such engines, with the increase in popularity and use of the anti-knock fuel called ethyl gas. It is this fuel they say, that, in eliminating the carbon knock in high combustion engines, makes possible the production of engines of even higher combustion than exist at present.

Present compression of engines rates about 60 to 70 pounds to the square inch. With the anti-knock fuel, engines of 155 pounds compression might be made.

The reason for such an increase in compression lies in the theory that higher compression produces greater output from the engine. Higher compression has been limited by the tendency of such engines to knock when climbing hills or accelerating, if the spark isn't retarded.

The theory is that the more highly compressed the gas is in the cylinder the easier it is to explode from overheated carbon deposits before the regular explosion takes place.

Ethyl gas, as well as other forms and anti-knock fuel, is designed to cure just this by preventing carbonization as much as possible. With less carbon in the cylinder there is less chance for the compressed gas to be exploded in part by hot carbon, before the entire flow is exploded by the spark.

Engines of higher compression would result in cars that pick up easily, climb hills with little difficulty and travel farther on a gallon of fuel. Smaller engines, for the same output, may be made.

cutting down weight and result in lighter cars.

Engineers are looking forward to the time when automobiles will afford much more room for passengers on the same size frames they have now.

They vision this advancement by progress in the construction of engines and their tendency toward smaller sizes.

At present the actual tendency seems to be toward straight eights—longer engines requiring more room on the chassis and therefore more space for the entire car. But the time will come, say some of the more visionary engineers, when the engine will be as small as a motorcycle engine, and it will be directly over the rear transmission, affording direct drive and more room in front.

Such automobiles have already been produced. Examples of cars with rear drive were tried out in Europe recently. Although this principle is still in its embryonic stage, it promises well for adoption within a few years.

With the engine small and compact, underneath the rear seat, the auto on a 120-inch wheelbase may be able to devote all that space for passenger use, instead of only about 70 inches it affords to-day.

At the same time, these small engines may afford much greater power and speed than the larger motors of to-day. Development of the auto engine points that way even to-day.

REMOVAL OF CYLINDERS.

Before removing a cylinder draw off the water, remove the rubber connection between the radiator and cylinder-head, detach the cable from the plugs and remove the cable supports or otherwise free all the head from the wiring. Free all nuts that hold the head to the block and then, with a blunt screwdriver, pry between head and block at intervals, until the parts are free.

FALLING CHIMNEY KILLS FOUR.



When this huge chimney from the roof of the Charlevoix Building, Detroit, fell into the roadway four persons were killed and three were injured. The top of the stack crashed on top of two automobiles.

BATTERY ATTENTION.

TAKE CARE TO PREVENT OVERHEATING.

The automobile of to-day is as nearly fool proof, mechanically, as the manufacturers are able to make it. Nearly every mechanical part has some sort of indicator to tell when it is getting the proper treatment.

The radiator has a thermometer to warn of overheating. Ammeters and oil gauges are located on the instrument board to warn of insufficient generator service or poor lubrication.

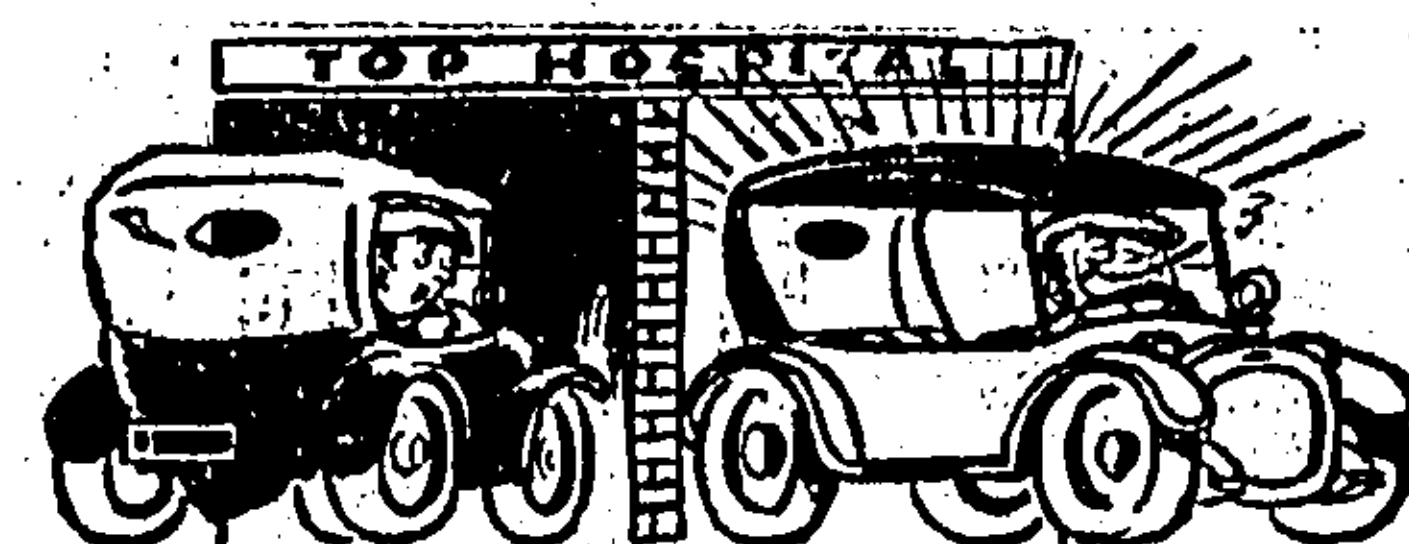
Automatic spark advances protect the bondix of the starting motor from a kick back of the engine, but there is no sure way for the driver to tell if his battery is overheated.

This important part of the car is independent on the thoughtfulness of the driver for proper care, according to Willard Storage Battery officials.

of the driver for proper care, according to Willard Storage Battery officials.

The little black electrical juice box—hidden away under the floor boards has no meters or gauges conveniently located to warn careless drivers that it needs attention, and it does need attention, and that frequently.

This is specially true in summer. Lack of water in the hot months will and disastrously for the best built battery. It leaves a portion of the plates exposed. The rest of the plates, submerged in the battery solution, will receive an excessive charge from the generator and overheat. This causes buckling of the plates which will make them shed their active material, break their jars, ruin their insulation, and generally wreck the whole works.



Before and After taking one dose of PONTOP

IS the old top looking badly—all broken down? We can cure it! We use the best medicine for any top that is under the weather.



And we know how to apply it to get the best results. Some of the trimmest tops in this city testify to our skill.

Why not drive around and let us diagnose your case? Office hours 8 A. M. to 5 P. M. every week day. Fees moderate.

The DRAGON MOTOR CAR Co., Ltd.

Telephone Central 3950.

23, Wong Chung Road. Happy Valley.

LET'S TALK TOP

SHELL AVIATION SPIRIT

used exclusively on both

BRITISH WORLD FLIGHT

and

ARGENTINE WORLD FLIGHT

and from Rangoon to Constantinople and also in Iceland & Greenland on

AMERICAN WORLD FLIGHT

Just as SHELL AVIATION SPIRIT was successfully used on these flights, so all motorists who require the best results should insist on

SHELL MOTOR SPIRIT.

THE ASIATIC PETROLEUM Co. (S. C.) Ltd.

NEW ADVERTISEMENTS.

PREPAID

ADVERTISEMENTS

25 WORDS—

(\$1.00 for 3 insertions)

(\$1.50 if not prepaid)

State if Box; No. is required

TO BE LET.

TO LET.—Shop and Offices No. 12 Pedder Street Apply at the Premises.

TO LET.—From January Three Rooms extravagantly furnished Apartment in Kowloon, with all modern conveniences. Five minutes from Ferry. Apartment furnished with beautifully carved Blackwood and Teakwood furniture, complete sets of crockery, cutlery, etc. Furniture to be taken over. Present tenant going home. Apply to Box 1192 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE at \$400.00, a concert Grand Piano. Brinsford in good condition. Owner leaving the Colony. Apply Box 1191 c/o "Hongkong Telegraph."

FOR SALE.—Mrs. ROSA, has just arrived from Paris with a nice assortment of lace evening dresses, and afternoon dresses, crepe pyjamas, night gowns in lace and silk lace table cloth, lace bedspread, hats, the latest style, perfume powder, Eau de Cologne, &c. &c. Mrs. ROSA, Room 31, Astor House Hotel.

LOST.

LOST.—A cream and white Bull-terrier. Finder will be rewarded. Please communicate to Box No. 1193 c/o "Hongkong Telegraph."

THE HONGKONG GENERAL OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

THE next Session opens on MONDAY, September 8th, at 1.15 o'clock.

If sufficient support is forthcoming, a new class for Beginners will be commenced. Intending students should attend at the School (Maeon Building, 100 House Street) on MONDAY, 1st Sept., WEDNESDAY, 3rd Sept., or FRIDAY, 5th Sept. between 1 and 2.30 p.m. to discuss details with the Director of Studies, the Rev. Dr. T.W. Pearce, O.B.E.

By order,
M. F. KEY,
Acting Secretary.
Hongkong 28th August 1924.

EX ACTIVE SERVICE MEN'S ASSOCIATION.

AQUATIC SPORTS & GALA.

will be held at

STONECUTTERS ISLAND

on

SATURDAY, 6th SEPTEMBER

commencing at 8 p.m.

Launches leaving Blake Pier at 2.00 p.m. and 2.30 p.m.

Admission by members tickets.

Visitors tickets 50 cents.

Obtainable from members or the Hon. Secretary.

Other Notice appear on page 9

J. ULLMANN & CO.

NOTICE OF REMOVAL.

On and after 1st September 1924, our retail and wholesale Store will be at Alexandra Building, Chater Road, opposite Messrs Kelly & Walsh Ltd.

L. WALOH,
Manager.

H. K. V. D. C.

A Promenade Concert

will be held in the

Volunteer Parade Ground,

on

FRIDAY, 26th. September,

at 9.15 p.m.

Admission 50 Cents.

Details of Programme will be issued later.

HONGKONG CRICKET CLUB.

NETS.—Commencing 1st September Cricket Nets will be up for practice on MONDAYS, TUESDAYS & THURSDAYS.

TENNIS.—Arrangements with regard to tennis will be found on the Club Notice Boards.

BANK OF EAST ASIA LTD.

NOTICE IS HEREBY GIVEN that an interim dividend of \$3.00 per share has been declared for the HALF YEAR ending 30th June, 1924.

The dividend will be payable on and after MONDAY, the 15th. September, 1924, at the Offices of the Company, where Shareholders are requested to apply for Warrants.

The REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 8th. September, to SATURDAY, the 13th. September, 1924, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,

LI TEE FONG,
Acting Chief Manager.
Hongkong, 1st. August, 1924.

HONGKONG CLUB.

NOTICE.

THE Fourth Yearly Drawing of 20 Debentures (1920 issue—\$50.00 each) of the Hongkong Club, Payable on Tuesday, the 30th September, 1924, will be held in the Club House at 11 o'clock a.m. on MONDAY, the 8th September, 1924.

Bearers of Debentures are invited to attend the Drawing.

By order,
T. A. ROBERTSON,
Lt. Col.
Secretary.

Hongkong, 28th August 1924.

NOTICE.

NOTICE is hereby given that the Power of attorney given by the undersigned to Leong Kwok Shi of No. 4 On Hing Terrace in this Colony has this day been revoked.

Dated the 28th. day of August 1924.

LEONG SAI WING.

K. C. C.

CONCERT

September 13th.

UNIVERSITY OF HONGKONG.

MATRICULATION, SENIOR AND JUNIOR LOCAL EXAMINATIONS.

NOTICE is hereby given that the above Examinations will commence on MONDAY, November 17th, 1924. Forms of entry and copies of Regulations and Syllabus can be obtained on application to the Registrar.

Each entry form duly filled in must reach the Registrar together with the statutory fees on or before the 13th September, as following:—

Matriculation and Senior Local Examination—\$15 H.K. Currency

Junior Local Examination—\$10 H.K. Currency

Candidates offering more than seven subjects in the Matriculation and Senior Local Examinations, and more than eight in the Junior Local Examination will be charged an additional fee of \$1. for each subject so offered.

The following Scholarships, further particulars of which can be obtained from the Registrar will be awarded on the results of the Matriculation Examination:—

(1) Two King Edward VII Scholarships of the value of £40 per annum each, open to British subjects only.

(2) One President of China Scholarship of the value of \$400 per annum, open to Chinese subjects only.

(3) Two Paoan Memorial Scholarships of the total value of £1,215 each, open to British boys of pure white descent.

(4) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Boys.

(5) One Hongkong Government Scholarship of the value of \$1,000 per annum, open to Candidates from all Hongkong Schools for Girls.

(6) Four Montargis French Prizes, two of \$50 and two of \$25.

Bound copies of Examination Papers, set at past Examinations can be obtained from the Registrar, Price \$1 per set.

Sd. C. A. MIDDLETON SMITH,
Acting Registrar.

Hongkong, 26th August, 1924.

THE KOWLOON MOTOR BUS COMPANY, LTD.

NOTICE IS HEREBY GIVEN that effective MONDAY, September 1st, 1924, monthly tickets for students will be issued at \$2.50 each instead of \$3.00 as heretofore. These tickets will be issued on condition that same can only be used on the following specified time:—

Monday to Friday—

From 7.00 a.m. to 5.30 p.m.

Saturday—

From 7.00 a.m. to 3.00 p.m.

These tickets will not be valid on Sundays and public holidays.

Hongkong, August 25th, 1924.

THE KAI TAK MOTOR BUS CO., LTD.

NOTICE is hereby given that effective MONDAY, September 1st, 1924, monthly tickets for students will be issued at \$2.50 each instead of \$3.00 as heretofore. These tickets will be issued on condition that same can only be used on the following specified time:—

Monday to Friday,

From 7.00 a.m. to 5.30 p.m.

Saturday,

From 7.00 a.m. to 3.00 p.m.

These tickets will not be valid on Sundays and public holidays.

Hongkong, 25th. August, 1924.

THE CHINA MOTOR BUS CO. HUNG HONG, KOWLOON.

NOTICE is hereby given that effective MONDAY, September 1st, 1924, monthly tickets for students will be issued at \$2.50 each instead of \$3.00 as heretofore. These tickets will be issued on condition that same can only be used on the following specified time:—

Monday to Friday,

From 7.00 a.m. to 5.30 p.m.

Saturday,

From 7.00 a.m. to 3.00 p.m.

These tickets will not be valid on Sundays and public holidays.

Hongkong, 25th. August, 1924.

DOUGLAS STEAMSHIP CO., LTD.

Tickets will be issued for Round Trips during the months of July to September, from Hongkong to Foochow (Pagoda Anchorage) and return, calling at Swatow and Amoy on both the upward and downward Voyage, by the Company's new, fast, well appointed steamer "Hsi-Ning" at the reduced rate of \$80. for the round Voyage, including Meals while the steamer is in port.

These Special Tickets will be available for return only by this steamer, either by the Voyage for which it is issued or by her following sailing from Foochow. Duration of stay at Foochow 48 hours.

The Trip occupies 8 to 9 days and the steamer will leave Hongkong from the Company's Wharf at 5 p.m. arriving at daylight on her return (Weather permitting).

The Company's Steam Launch will convey passengers from Pagoda Anchorage to Foochow City, if required.

For further particulars and dates of sailing apply to

DOUGLAS LAPRAIK & CO.
General Managers,
Douglas Steamship Co., Ltd.

NOTICE.

HONGKONG STOCK EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra, Logan, W. Alvos, A. A. Matheson, R. T. Bagram, J. T. Nesim, A. Benjamin, V. Porry, I. S. Birkett, H. Pestonji, R. Croucher, N. V. A. Potts, Geo. H. Ellis, F. M. Potts, P. O. Gould, Joseph, Raymond, E. M. Gutterres, A. A. Silva, P. M. N. da Hough, T. F. Smyth, F. R. Lammert, Geo. A. Toster, P. Lammert, H. A. Kew Ford.

By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-BROKERS ASSOCIATION.

THE following are members of the above Association:—

A. H. Carroll J. F. Gross
M. A. Razack V. Yvanovich
J. W. Kew A. P. Greaves
W. J. Carroll H. M. H. Esmail
O. Kitchell
Yip Yung Pak
F. M. L. Soares
Harry O. Odell
H. E. Edwards
Soo Poi Shao

By order of the Committee,
J. W. KEW,
Secretary.

ATTENTION LADIES!!!

Just unpacked a consignment of

Autumn Goods

arrived from Paris.

Latest Models of

Coats and Dresses.

Inspection cordially invited.

Madame Flint.

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1st. FLOOR.

Fannie Hurst's beautiful story of a boy's genius and a mother's love.

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Commencing Monday, September 1st.

Accompanied by Special musical setting

THE OPERA HOUSE

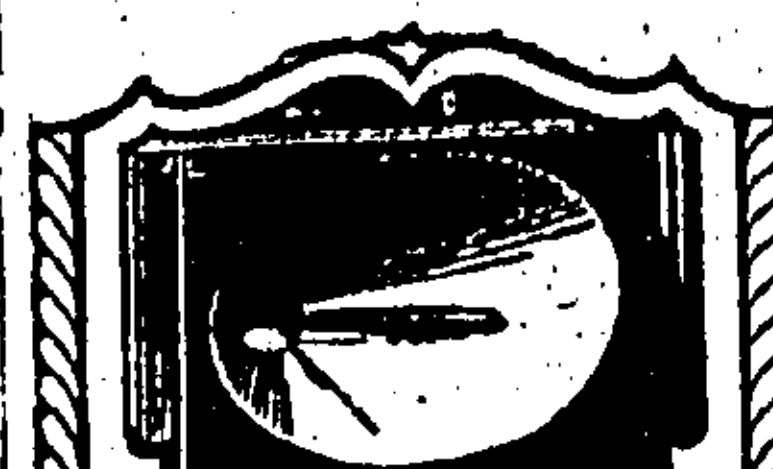
HONGKONG REALTY & TRUST CO., LTD.

NOTICE IS HEREBY GIVEN that the First Ordinary Yearly Meeting of Shareholders of HONGKONG REALTY & TRUST CO., LTD., will be held at the Hongkong Hotel, Pedder Street, Hongkong, on WEDNESDAY, the 10th day of September, 1924, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors for the Fifteen months ended the 30th June 1924; confirming the appointment of Directors, and re-electing Directors and the Auditors.

The Transfer Books of the Company will be closed from WEDNESDAY, the 3rd day of September 1924 until WEDNESDAY, the 10th day of September 1924, both days inclusive.

By Order of the Board,
PERCY H. SUCKLING,
Acting Secretary.

Hongkong, 29th August 1924.



The Brunswick Oval Tone Amplifier or "horn"

One of the reasons why Brunswick amplifiers are found in the homes of professional musicians.



THE MOST PERFECT REPRODUCTION YET ACHIEVED.

THE BRUNSWICK STUDIO

17, Ice House Street.

Brunswick

FORTHCOMING AUCTION SALES.

PUBLIC AUCTION.

By order of the Mortgagees Messrs. LAMMERT BROS. have received instruction to sell by PUBLIC AUCTION on WEDNESDAY, the 17th day of September 1924, at 3 p.m.

at their Sales Room, Durdell Street, Victoria, Hongkong Viz:—The following valuable Leasehold property situate at Victoria, Hongkong, Viz:—

ALL THAT piece or parcel of ground situate at Victoria aforesaid and known and registered in the Land Office as THE REMAINING PORTION OF SECTION B OF INLAND LOT No. 179 Together with the messuage erected thereon known as No. 29 Graham Street Victoria aforesaid. Term 924 years from 31st August 1919 granted by an Extension of Crown Lease dated 1st July 1862 (being an extension of the term granted by the original Crown Lease of Inland Lot No. 179 dated 11th October 1844).

Proportion of Annual Crown Rent \$5.55 Area 962 square feet.

For further particulars and conditions of sale apply to Messrs. JOHNSON STOKES & MASTER,

Princo's Buildings, Ice House St. Hongkong

or to Messrs. LAMMERT BROS., The Auctioneers Hongkong, 26th August 1924.

DO YOU FEEL PAIN AFTER EATING?

—or do get just that dull, insistent, nauseating feeling of fullness after taking a meal? If you do suffer from these troubles, or such others as flushed face, flatulence, sickness gastritis, etc., you should go straight to your chemist and get some Bisurated Magnesia. Take a little of the powder in a glass of water after each meal, and it will put your stomach right by neutralising the disturbing and even dangerous acids which cause the trouble; it invariably gives instant relief from the pain, and rarely fails to restore the stomach to harmony.

By taking Bisurated Magnesia, stomach sufferers adopt a course that has the unqualified endorsement of many of our leading hospitals and medical men. And even if Bisurated Magnesia did no more than enable the sufferer to enjoy once more the good things of life—including real, hearty meals—it would easily be worth the small price which the chemist asks for it. You take no risk in buying Bisurated Magnesia, as doctors the world over prescribe and praise this remedy. Be sure you get the genuine stomach cure: See the famous "BISMAG" oval on the package when you buy.



LAST CHANCE TO SEE

"ITCHING PALMS"

FINAL SHOW TODAY DONT MISS IT!

COMMENCING WEDNESDAY NEXT

Virginia Vall

in

"A Lady of Quality"

REMEMBER THIS DATE!

World Theatre.

COMMENCING

Hughes & Hough LIMITED

IMPORTERS, EXPORTERS AND GENERAL AUCTIONEERS. PUBLIC AUCTIONS

The Undersigned have received instructions from the Official Administrator to sell by Public Auction (for Account of the Concerned), on FRIDAY, the 29th August, 1924, at 11 a.m. at York Building, 3rd floor.

A Quantity of Office Furniture therein contained:

The Property of the late Mr. W. L. W. Weaver.

Terms:—Cash on Delivery HUGHES & HOUGH, LTD. Auctioneers.

The Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned), on FRIDAY, the 6th September, 1924, commencing at 2.30 a.m. at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c., &c.

Comprising:—Dining Suites, Chesterfield Sofas, Arm-chairs (new), Ten Tables, Teakwood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., &c., Sideboards, Dinner Waggons, Dinner Sets, and Glass Ware, Cutlery, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Slide tables and Cabinets, &c., &c.

also 1 Grand Piano by Collard and Collard, 1 American Ice Chest, 1 Enamel Bath, One 12-Fold Chinese Screen, One 3-Fold Screen, One Carpet 8 x 4 (new).

(Full Particulars from Catalogue.)

Terms:—Cash on delivery. HUGHES & HOUGH, LIMITED. Auctioneers.

Hongkong, 28th August, 1924.

G. R. PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, on TUESDAY, WEDNESDAY & THURSDAY, the 2nd, 3rd and 4th September, 1924,

at H. M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 a.m. with an interval from 12 noon to 1.30 p.m.

OLD AND SURPLUS NAVAL STORES, &c.,

Comprising:—Ironmongery, Dinghies, Whalers, Cutters, Gigs, Electrical and Wireless Telegraphy Fittings, Electric Cable, Cooking Stoves, Ships' Fittings, Iron Beds, Mattresses and Fittings, Life Rafts, Carpets, Rugs, Mats, Pillows, Counterpanes, Blankets, Sheets, Canvas, India Rubber and Metallic Hoses, Old Cordage, Canvas Bags, Old India Rubber, Old Leather, Old Woolen and Linen Bags, Old Asbestos, Old Cork, Old Iron and Steel, Old Brass, Copper, Lead, Zinc and Gun Metal, Copper and Brass Tubes, Coal Sacks, Wood and Iron Blocks, Lamps and Lanterns, Gauges, Steel Tubes, Old Steel Wire Rope, Mineral Oil, Rigging Chain, Chain Cable and Gear, Drilling Machines, Oil Paint and Paint Ingredients, Lathes, Power Driven Saws, Pinnaces and Cutter Engines, Tables, Compasses, Clocks, Iron Drums, Old Packing Cases, Dirty Lubricating Oil, Old Casks, Smith's Forges, Air Compressors, Masts and Spars, Table Fans, Boat Sails, etc., etc.

Lots may be inspected on Monday, the 1st September, 1924.

Also sale of Old and Surplus Victualling Stores at Kowloon, on Friday, 5th Sept. 1924.

Comprising:—Table Linen, Linen and Paper Plates, Glass, Bone China, Silver Articles, etc., Metal and Canvas, and Clothing, etc., etc.

Wm. G. R. Public Auctioneers, 11, Queen's Road, Hongkong.

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SEE WHAT
ONE
DOLLAR

WILL BUY

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THE COURT SYMPHONY ORCHESTRA

(A. W. KETELBEY CONDUCTOR)

- 896 { IN A PERSIAN MARKET
IN VENICE
- 564 { IN A MONASTRY GARDEN
DESTINY (Waltz)
- 968 { IN A CHINESE TEMPLE GARDEN
SANCTUARY OF THE HEART
- 948 { A MUSICAL JIG - SAW
TWO PARTS

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ANDERSON'S

HOME LEAVE

If you are going on Home Leave next year register for accommodations now in order to secure the best space.

Bookings made on all Steamship Lines tariff rates.

Through tickets to Europe via United States and Canada. Complete information given as to Railways, Hotels, sight-seeing, etc., en route.

Baggage and Accident Insurance.

Shipments of all kinds handled to all parts of the World. Carry American Express Travellers Cheques.

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THE NEW CAPSULE.
European doctors know the value of Blensan Capsules, and have prescribed them continually to their patients for great number of years.
BLENOSAN CAPSULES
(Santal Oil & Aya Kava)
provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blensan Capsules are superior to all others and are made in a model laboratory to preserve the most hygienic principles.
To be obtained of all chemists and stores throughout China and the East and from the stockists, Fraser & Co., Ltd., Colonial Dispensary, Edward Dispensary, A. S. Watson & Co., Ltd., Dr. F. K. F. & Co., Ltd., and other leading chemists.
ROBERT FERBER LTD.
25, Market Street, Singapore.

ANCIENT TOMBS.

China 2,000 Years Ago.

The first official scientific excavation of two of the thousands of immense ancient tombs in China has just been completed by Carl W. Bishop and A. G. W. W. Bishop of the Freer Gallery of Art, Smithsonian Institution, in co-operation with the Chinese Historical Museum. The results obtained from the excavation, which are now being exhibited in the museum in the Menchu Forbidden city, throw considerable light on the culture of the Chinese in southern Honan nearly 2,000 years ago and indicate the great value to be obtained in the future from such research.

The two mounds excavated were near the town of Yu Ho Chen, in the Hwai River district in the extreme south of Honan Province. The larger, the burial place of some local official of importance, though worn down by centuries of rainfall and erosion, was still nearly 30 feet high and was approximately 400 by 250 feet at its base. The other was somewhat smaller, but was also the tomb of an official of importance, as indicated by the bronze seal on the brick tomb at the bottom of the earthen mound.

The most important discovery was of several pieces of glazed pottery of an art era not hitherto known. The pieces, presumably containing food for the deceased when the burial took place, are semi-glazed, of a greenish yellowish tinge. They are of the early Han period and are believed by Mr. Bishop and Chinese scholars to be ancestral forms of the beautiful Han porcelain of a slightly later date. They are placed among the first successful attempts of these ancient artisans to glaze their earthenware for ceremonial purposes.

The other specimens discovered are divided into two classifications, one being of the early Han period, in the first Christian century, the other ranging from 500 to 1,000 years before that. In the first class are fragments of pottery, burned-clay tripods and other household utensils of the Han period. These were found inside the carefully constructed brick tombs. But outside of the tombs, in the debris of the mounds, were found a wealth of stone implements, arrows similar to those used by American Indians, stone axes, and some of the rudest sorts of bronze implements. Within the tombs were Chinese "cash" (money similar to that in rural circulation to-day) with which the deceased was to purchase what he needed in the next world; outside in the debris were fragmentary remains of the earlier inhabitants, possibly the indigenous race which the Chinese pushed further south.

One of the brick tombs had been partly looted by the Chinese ruralites, who could sell the large bricks for a copper each. The tombs themselves were in the shape of a half-barrel, the "corbel" arch being formed by overlapping bricks. All traces of the bodies and the wooden coffins were gone except the rows of soft iron nails with which the edges were bound in the larger mound, and the presence of bits of mica which might have been parts of a woman's hair ornaments indicated that with the most important official was buried, possibly alive, one of his favourite concubines.

The Historical Museum, which is a branch of the Chinese Ministry of Education, is taking a keen interest in the archaeological work which the Freer Gallery representatives propose to do in China. The ancient graves of China are known to contain immense scientific and art treasures and it is expected that important discoveries will be made by the foreign archaeologists and their Chinese colleagues in co-operation with the officials, museum directors and experts. Besides the official permission necessary in each excavation the permission and co-operation of the local gentry must be obtained. Various means will be found to secure the goodwill and co-operation of those important local personages.

The method utilized in this recent project was both amusing and highly efficacious. The village fathers were "one and all presented with high degrees in recognition of their service to science in permitting the graves of somebody else's forefathers being excavated. Future travellers in remote districts of interior China should not be surprised to run across an old man now and then sitting on a bit of land and pointing his head or a pipe in the air and saying: "The tomb of my ancestor is here."

NEW PHOTOGRAPHY.

French Experimenters' Success.

Development of an exposed plate in broad sunlight after instead of before the fixing process, coupled with almost indefinitely extended possibilities in the way of enlargement, is the prospect afforded by the researches of three famous French photographic chemists, A. and L. Lumiere and A. Seyewitz, as disclosed in a recent communication to the French Academy of Science. A brief outline will show that a new departure has been made which may lead eventually to something approaching a revolution in photographic methods.

Development of an exposed plate in light very much brighter than any in which it could be safely dealt with under normal conditions has already been made practicable by the introduction of desensitizers, but no desensitizing solution is yet available which will enable a rapid plate to be developed in daylight. Again, development after fixation is not now, and has been the subject of numerous fairly successful laboratory experiments. But the process was attended by two serious drawbacks. The exposure had to be about ten times as long as that ordinarily required, and sometimes during the business of washing after fixing the latent image underwent injury to detail which discounted the subsequent development.

The French chemists have found a simple means of overcoming both these obstacles. By adding an alkali such as ammonia to the fixing bath they have rendered a prolonged exposure unnecessary, and by making the washing water also alkaline they avoid impairment of detail in the latent image. On this basis they have evolved a satisfactory working process, the course of which is roughly as follows:—

The exposed plate is first fixed in an alkaline solution of hyposulphite of soda, in which it remains for not more than five minutes, and it is then washed in alkaline water for not more than an hour. What has now happened is that all the silver bromide in the film which has not been affected by the light has been dissolved out by the fixing salt leaving a latent image built up of light-affected substance, and absolutely invisible even under the most powerful microscope.

CAN BE GREATLY ENLARGED. The next step is to bring out this latent image with a suitable "physical" developer such as para-phenylene-diamine, but the process differs somewhat from that which takes place in ordinary development before fixation. With the developer is combined a soluble silver salt, and as development proceeds silver particles are formed which attach themselves to the elements forming the latent image, and then go on growing like crystals. But the size of these deposited particles has nothing to do with the size of the original grains of silver bromide, and consequently, by keeping the time of development within limits it is possible to produce either on fine or coarse grain plates images the granularity of which is very slight even after a magnification of 900 diameters.

MM. Lumiere and Seyewitz have thus in a sense bulldozed better than at one time they knew for the production of extremely fine-grain images capable of almost indefinite enlargement is a desideratum quite as important as any process enabling exposed plates to be developed in daylight useful as the latter possibility would be.

Already negatives on fine-grain slow plates can be enlarged satisfactorily beyond the former limit of about five diameters, and the grain of fast plates is not nearly as coarse as it used to be but with the new method enlargement up to, say, 20 diameters without much loss of detail is conceivable, and with this realized the practice of photography, especially by amateurs, would undergo radical changes. A camera to take plates an inch by six and a half fitted with a lens having a focal length of two or three inches would meet quite exacting requirements, and the binocular model with one-half used for "flashing" would become popular even with experts.

But a good deal remains to be done before development after fixation can have those agreeable consequences. Under present conditions it is incidentally a method which needs greater care and more meticulous cleanliness than the average amateur is in the habit of practicing. The prospects, however, are encouraging as well as attractive, and much modern photography has been built on a foundation sturdier than that which in this instance has been well and truly laid in the country of Niepos and Daguerre.

Clearance Sale
of
Summer Goods
at 25% reduction.

EXPECTED NEXT WEEK

per S.S. "Andre Lebon"

a Select consignment of

Trimmed Hats

from Rue de la Paix—Paris.

Les Elegances de Paris.

No. 8, Queen's Road Central, 1st Floor. Tel. C. 388.

NEWS!

The Pathe Baby

Can now be used in any part of China where there is no electric-current, by the help of the



MAGNETO

Over 700 interesting films available; the projector is inexpensive and easy to operate. Write for particulars and see how easy it is to have movies in your own home.

Pathe-Cinet

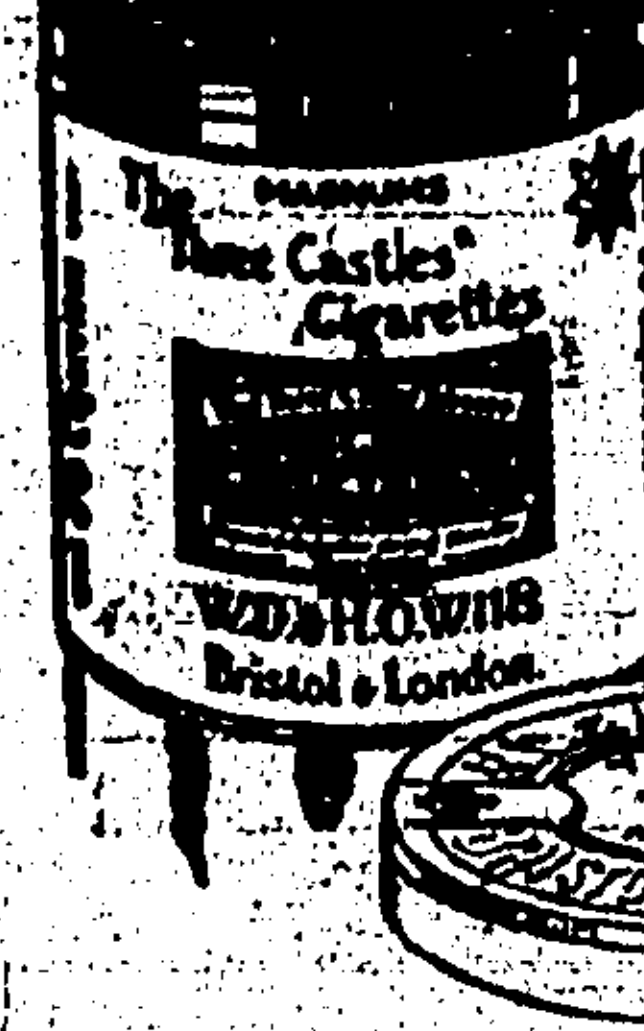
12, Queen's Road, Central.

Hongkong.

Through the Looking Glass-



Packets please! said the Guard, putting his head in at the window. In a moment everybody was holding out a packet: they were about the same size as the people, and quite seemed to fill the carriage. "I'm afraid I haven't got one Alice said in a frightened tone: "there was no tobacco shop where I came from. "Don't make excuses," said the Guard: you should have bought one. Why the smoke alone is worth a thousand pounds a puff!"



Also Packed in Regular Size 20's & 50's

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CIGARETTES

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CEILINGS FOR OFFICE BUILDING & RESIDENCES

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from Vest pockets size
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NOTICE

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In Bags of 250 lbs. net.

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87, Queen's Road Central.

2nd Floor.

WICKERSHAM CASE.

LOCAL FIRM'S AFFAIRS

The examination of David Wickersham on charges of issuing false statements in connection with the American Asiatic Commercial Company, of which he was President, was continued at the Central Magistracy before Mr. R. E. Lindsell yesterday afternoon.

In the witness box defendant was put to a severe cross-examination by Mr. J. H. B. Nihill, for the Crown, and admitted that he went round selling shares and giving the receipts himself, also marking in details of the numbers of shares issued.

From a rattan basket Mr. Nihill was in process of bringing out more Court exhibits to help him in the examination of the defendant when Mr. N. L. Brewer, who appeared for the defendant, formally raised a protest against the inclusion of these documents in the case, as they had been obtained by "illegal means."

Mr. Nihill said that these papers were seized in the defendant's luggage under a warrant. Producing two books which were stated to be the shares ledger and the counterfoils of the shares issued, prosecuting counsel picked out certain items and pointed to the discrepancies which showed on a comparison of the figures in the counterfoils with the corresponding ones in the ledger. For instance, where only two shares had been entered up in an item in the ledger twenty were shown to have been issued on the counterfoil. Defendant was asked how he could account for this.

Changed His Mind.

Defendant stated that the subscriber of these shares changed his mind afterwards. He might take up a hundred shares and later would pay only for two shares. The figures in the ledger were correct.

Mr. Nihill, referring to another item in the counterfoils: I put it to you that originally it was four, and later somebody wrote 40 on top of it. It does look like it, does it not?

Witness replied in the affirmative, but denied he had anything to do with the alteration. The book was in Mr. Young's possession.

His Worship examined the item in question, and agreed that an alteration in the figures had been made.

Mr. Nihill: Do you know a gentleman by the name of Lin Yan-to?—Yes. He is President of the Chinese Chamber of Commerce in Singapore. He is our agent in Penang.

How many shares had he with you? He did not take many of them—I think he has subscribed for 50 but he paid for only a few. He is our present agent in Penang.

He appears on the share book as subscriber of one share. In the counterfoil it was shown as 25. It appears in the book as if two had been changed to one with a downward stroke of the pen—I did not do the change. It was in the possession of Mr. Young.

Mr. Nihill suggested that presuming Mr. Young had been responsible for this change of small numbers into big ones, his reason for doing so was to increase the propaganda value of the book.

Defendant replied that he did not know anything about these alterations. He admitted, however, that the book was in his possession the last time in June of this year.

That Letter.

Referring to the confidential letter written by the defendant to Shoffer and which was read in Court at the last sitting, Mr. Nihill said: It is a grossly improper letter from the President of a Corporation to the Secretary.

Witness: I maintain it is not improper in the letter at all.

When you wrote the letter you did not know whether the books were in order or not?—I could not say.

And yet you told Mr. Shoffer to tell Mr. Rohn that they were in order. You say you had confidence in Mr. Shoffer?—Absolutely.

Yet you did not think him much of a book-keeper?—Well, I won't say that. In his honesty I have had every confidence.

But not in his capability?—Well, I prefer not to say anything about that.

I put it to you that you would not have written a letter like that unless you had doubt as to his honesty and capability?—That is not so.

Defendant said that at this period Mr. Rohn had not been engaged as General Manager of the Company.

Pressed, defendant admitted that on the 2nd July Mr. Rohn was actually Manager of the old Company. Defendant's idea was to have a proper shareholders' meeting held at this period and to have everything started on the 1st June.

Mr. Nihill: We had better get this point about the new company cleared up. Do you know that on the 17th April Mr. Rohn was registered as General Manager of the Company with the Hongkong Registrar?—I don't know.

Will you accept it from me that it was a fact, for I have seen the Registrar?—I suppose so.

Inconvenient Questions.

Mr. Nihill went on to question witness on the point that a list of the Directors, with the name of Mr. Rohn set down as General Manager and first Vice-President of the new Company, had been filed with the Registrar, although the prospectus was not yet in.

Later, defendant questioned in regard to the relations between Mr. Rohn and Mr. Shoffer, said that as far as he could see Mr. Shoffer did not like Mr. Rohn. They did not seem to get on very well together although he (defendant) had never had any trouble with Mr. Rohn.

Mr. Nihill: You remember writing a letter to Mr. Shoffer to the effect that Mr. Rohn was asking inconvenient questions?—After pondering for a little while, defendant replied in the negative.

You think you would not write this letter?—I cannot remember.

In fact he was asking inconvenient questions. I put it to you that it was you who told Mr. Rohn that you had said?

Defendant replied that when he came back here he met Mr. Rohn. He was asking for information concerning Siam, and defendant told him that he could get land round there suitable for the cultivation of castor beans and Egyptian cotton.

No Debts.

Answering a further question defendant said that he did not close the office when he left for Bangkok on the 2nd July.

Mr. Nihill: Did you leave anybody in charge?

Defendant: I paid the rent up to date and left a Chinese there.

Did you take all your property?—No; I left some stuff behind.

What about Mr. Rohn's stuff?—That's nothing to do with me. That's his business.

You know you left a lot of debts behind?—I left no debts. I am not in the habit of leaving debts.

Re-examined by Mr. Brewer, defendant said that he asked that the books should not be shown to Mr. Rohn and if he should ask to see them he was to be told that they were in order and would be produced by defendant on his return to Hongkong, because he wanted to be present.

Witness continued that he wanted all this done to protect themselves. All the trouble was created through the conspiracy among the people of the office.

His Worship: Could you say why?

Defendant: No. Probably on account of the morphia business.

Addressing his counsel, defendant said: I am absolutely innocent. I worked hard to make the business a success and would have done so if it had not been for these people.

His Worship: What good would it be for them to tell lies here?—I don't know. It might have been revenge.

His Worship then pointed out that it would not be of any advantage to them to have defendant convicted and sent to prison when they still had their money in the business. If defendant were sent to prison they would lose all their money.

Defendant replied that they had tried before to get him into trouble with regard to a gun, but failed. They had tried everything to get a charge against him.

Mrs. Shoffer corroborated her husband's evidence of the first time of meeting defendant and of the business carried on by them.

Malicious Prosecution.

Witness described the search at the house as a "disgraceful thing." She said that Mr. Lai took a "cave" part in the search and after he had humiliated her as much as he could he went and stood in the hall. A tall policeman told her that they did not want her to be there.

Defendant said that at this period Mr. Rohn had not been engaged as General Manager of the Company.

Witness collapsed and was taken away.

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BISHOP LANDERS, NEW OFFICE.

HIS WORK AT NEW BARNET.

The Bishop of St. Albans has appointed Bishop Landers, Vicar of Lyonsdown, New Barnet, as the *Barnet Press*, to be his assistant in place of Bishop E. N. Hodges, resigned.

The new appointment, which, happily, will not affect Bishop Landers' position as Vicar of Lyonsdown, carries with it, according to the St. Albans Diocesan Year Book, an allowance for travelling expenses, etc., of £800 a year. The appointment has the cordial approval of the Lyonsdown Parochial Church Council. Bishop Landers was appointed to the incumbency of Lyonsdown in December, 1920, shortly after he resigned the bishopric of Victoria, Hongkong, to which he was appointed in 1907. Before 1907 he was the Vicar of St. Cyprians, Edgell, Liverpool.

New Barnet feels honoured by the appointment to so important a position as that of assistant to the Bishop of the diocese and Bishop Landers has received many hearty congratulations on this signal recognition of his merit.

There has been a great increase of activity in the parish since Bishop Landers came to Lyonsdown. The building of a Parish Hall was one of the enterprises initiated by him and within a few months he had the satisfaction of seeing the scheme completed.

ordered by her doctors to return to America, but witness refused to leave the Colony till she had seen the trouble through.

Mr. Brewer: Why was this loved against you?

Witness: I think it is a malicious prosecution.

Her belief was that this trouble originated because she reported a gang of morphia smugglers. If she had not reported the matter she expected sooner or later to find morphia being landed in the Company's name.

Cross-examined by Mr. Nihill, witness said that the leasing of the land, etc. Siam, was entirely Mr. Rohn's idea. She had had a row with Mr. Rohn at a Chinese dinner, which he was supposed to give to some of his customers, but on arrival they only found "a number of kids there." Mr. Rohn had said something rude to her and she "told him off."

Witness said that she did not remember having looked over the members when the police visited her house. Nor could she remember if they waited for five minutes till she got dressed.

After further cross-examination, the case for the defence closed and the case for the Crown closed.

Defendant was remanded till Tuesday next.

EARLIER TELEGRAMS.

SAVINKOFF'S DEATH SENTENCE.

Moscow, Aug. 29. Boris Savinkoff has been sentenced to death, but is recommended to mercy in consequence of a remarkable statement wherein he said he considered all his counter-revolutionary activities were mistaken. He recognised the justice of the revolution and acknowledged that he was guilty of the charges concluded against him. "I recognise the power of the Soviet and say, 'He who loves the Russian nation must recognise the Soviet power.' I do not ask for pity."—*Reuter*.

COVENT GARDEN PORTERS' STRIKE.

London, Aug. 29. Covent Garden employers have declined the invitation to meet Sir David Shackleton at the Ministry of Labour on the ground that the strike in their opinion was finished, the growers and retailers supplying their own porters, and that when the strikers return to work they will find that fewer men will be needed as the markets are full of produce.—*Reuter*.

REPARATIONS.

Paris, Aug. 29. It is reported from Berlin that as the price of withdrawing their opposition to the Dawes bill, the German Nationalists will be given seats in the Cabinet. Commenting on this report the *Quotidian* says that it will be equivalent to selling the republic, as a Government comprising monarchists could not be considered to guarantee peace. It would be much better to dissolve the Reichstag.—*Reuter*.

BURMA'S LEGISLATIVE COUNCIL.

Rangoon, Aug. 29. The Burma Legislative Council have adopted a Nationalist resolution in favour of a further grant of Constitutional Reforms, and for provincial control of all subjects except foreign relations and defence.—*Reuter*.

SERIOUS RAILWAY DISASTER.

Multan, Aug. 29. A collision between two passenger trains on the Multan-Lahore railway line, resulted in 87 persons being killed and 102 injured. Twenty more are believed to be killed, buried in the debris.—*Reuter*.

FRENCH DYE-STUFF PRODUCTION.

Paris, Aug. 29. France's production of dye-stuffs in 1922 covered 52% of the country's requirements, in 1923 88%, and will, in 1924, reach probably 95%.—*Havas*.

NEW COMMANDER-IN-CHIEF FOR INDO-CHINA.

Paris, Aug. 29. General Andlauer has been appointed Commander-in-Chief of the troops in Indo-China.—*Havas*.

CHINESE CHAMBER.

ASSISTING THE CANTON MERCHANT VOLUNTEERS.

A meeting of the Chinese General Chamber of Commerce was held yesterday afternoon. The Secretary read several telegrams from Chinese Chambers of Commerce abroad relating to the question of the "Hav" arms at Canton.

The messages were from Sydney, San Francisco, Shanghai, and from Japan, and requested that the Chamber operate in an endeavour to get the arms for the Canton Merchant Volunteers.

It was stated, however, that the Chamber was already taking part in communication with the Sun Yat-sen government.

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